OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

CHINA MAIL' OFFICE.

The China Mail.

THE 'HONGKONG CHINESE MAIL'
香港華字日報
(Hongkong Wa Tze Yat Po.)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

Established February 1845.

No. 10,759 英一千八百九十七年八月二十號 HONGKONG, FRIDAY, AUGUST 20, 1897. 日三廿月七年四千 PRICE, $2.50 PER MONTH

Business Notices.



b22 *Sold by* LANE, CRAWFORD & Co., G. GIRAUDY, at THOMAS'S GRILL ROOM, and all Retail Stores.

A. S. WATSON & Co., LIMITED.

TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given, That all Aerated Water Bottles & Syphons bearing the Company's Names and Trade Mark are its property solely and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

HENRY HUMPHREYS,
for Secretary.

Hongkong, August 19, 1897. 1656

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING to be held in the Company's OFFICE, No. 9, Praya Central, on TUESDAY Next, August 24th, 1897, at Twelve o'clock Noon.

By Order of the Board of Directors,
JAMES E. DUNCAN,
Secretary.

Hongkong, August 19, 1897. 1658

NOTICE.

I HAVE This Day Opened a BRANCH of my FIRM in WUCHOW, in the Province of Kwongsai, China.

A HING (元昌),
Contractor,
No. 390, Queen's Road West.

Hongkong, August 19, 1897. 1646

H. F. CARMICHAEL,
Consulting Engineer and Surveyor,
18, PRAYA CENTRAL,

BEGS to announce that from this date he intends to carry on Business at the above address, and that he is prepared to supply DESIGNS and SPECIFICATIONS for all classes of ENGINEERING WORK. *Repairs Supervised and Surveys Undertaken.*

Hongkong, April 26, 1897. 840

PIANOS FOR NOTHING?

NO! But those requiring them can have them during this month VERY CHEAP from

W. ROBINSON & Co.

Several good Grands at the price of Cottages, or less even, Warranted for the Climate. 60 NEW PIANOS are on the way, and our place, to go as it is, is full; so our necessity is buyers' opportunity. 1608

A RAMBLE THROUGH SOUTHERN FORMOSA:
By Mr. G. TAYLOR.
With Woodcuts.

[Reprinted from the *China Review.*]

One of the Best Sketches of Formosa Life yet written.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLEM, Amoy.

THE LIFE, LABOURS & DOCTRINES OF CONFUCIUS,
BY EDWARD HARPER PARKER,
Formerly H. M. Consul
AT KIUNG-CHOW.

PRICE FIFTY CENTS.

ON SALE AT KELLY & WALSH, LTD

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,
Entrusted to the Society of the 'MISSION ETRANGERES.'
(Translated by EDWARD HARPER PARKER, and
Reprinted from 'THE CHINA REVIEW.')

PRICE ONE DOLLAR.

ON SALE at KELLY & WALSH, LTD.

GINS.

	per dozen.
NICHOLSON'S OLD TOM	$7.00
Do. DRY GIN	$7.00
JAS. COUTTS' SUPERIOR LONDON OLD TOM ...	$6.00
Do. Do. Do. UNSWEETENED...	$6.00

Telephone 75.
15, QUEEN'S ROAD [1655

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.



FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.

PURE AND MILD.



Sole Importers,

724 F. BLACKHEAD & Co.

THE HONGKONG HOTEL.

A FIRST CLASS HOTEL IN EVERY RESPECT

GREAT IMPROVEMENTS:
NEW APPOINTMENTS,
REFRIGERATOR.

NEWLY FURNISHED
MUSIC ROOM,
READING & WRITING ROOM,
SMOKING ROOM.

MATRON IN ATTENDANCE FOR LADIES. 1403

JAPANESE FINE ART CURIOS.

KUHN & KOMOR,

21 & 23, Queen's Road, Hongkong;
35, Water Street, Yokohama; and
36, Division Street, Kobe.

FOR SALE.

J. & G. STODART'S
FINE, OLD
WEST OF SCOTLAND
Whisky.

Dolwell, Carlill & Co.,
Praya Central.

Hongkong, March 23, 1897. 595

NOW READY.

Vol. XXII.—No. 4.

'CHINA REVIEW'
CONTAINS

Editorial Announcement.
Amoy Emigration to the Straits.
The ancient College of China.
金菓菊 The Golden Leaved Chrysanthemum; a Chinese Drama in Five Acts.
Proverbs in Daily Use among the Hakkas of the Canton Province. (*Continued from Vol. XXII., p. 59.*)
Coast about Amoy Harbour, Currents, &c.
Notes and Queries:—
The Language of the Golden Tartars.
Tea in Tibet.
Miscellaneous Notes.
Collectanea Bibliographica.
Books Wanted, Exchanges, &c.
To Correspondents.

CHUN QUAN KEE,
DEALER IN SILKS,
WHOLESALE AND RETAIL

IVORY, SANDALWOOD, CANTON BLACKWOOD, LACQUERED WARE and all kinds of CURIOS, &c., &c.

Gold and Silver Medals received from Foreign Exhibitions.

SAI HING STREET, CANTON. 261

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 6, 1895. 699

THE EQUITABLE
LIFE ASSURANCE
SOCIETY
OF THE UNITED STATES.

JANUARY 1st, 1897.

Assets	£45 161,239
Reserve Fund (4% Standard) and all other Liabilities ...	... ... 36,145 160
Surplus, 4%	£9,016,078
Outstanding Assurance	£190,646,284
New Assurance written, 1896	£26,612,934

LIFE ASSURANCE is now within every man's reach at a cost which, in the result, if no Claim Arises, is either nominal or, according to the class of policy, yields a return equal to the best of safe investments.

For full explanation and illustrations send date of birth to

SHEWAN, TOMES & CO.,
General Agents,
Hongkong.

Hongkong, August 6, 1897. 1515

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*

SOLE EASTERN AGENTS FOR:



ALUMINIUM & GENERAL FOUNDRY SYN. LTD., NEW WIRE WOVE ROOFING CO.
SNOWDON SON'S & Co., 'SNOWDRIFT,' GEIPEL'S STEAM TRAP.
BERGER & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON CORSETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

24 W. JACKSON, *Manager.*

BOILER FLUID.

PREVENTS COROSION, RUST AND SCALE.

FIXES ALL GREASE AND OIL THAT MAY GET INTO THE BOILER.

SAVES FUEL.

ZYNKARA.

CLEANS THE WHOLE INTERNAL SURFACE OF THE BOILER FROM SCALE ALREADY FORMED AND PREVENTS FORMATION OF A FRESH COATING.

LANE, CRAWFORD & Co.
SOLE AGENTS. 1608

SPARKLING BURGUNDY
RED AND WHITE.

PER CASE OF 1 DOZEN QUARTS, ... $24.00
" 2 DOZEN PINTS, ... $26.00

TRADE MARK.
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YUEN WO
TELEPHONE No. 135. 1558

H. PRICE & Co.,
(LATE GANDE, PRICE & Co.)
Wine and Spirit Merchants,
No. 12, Queen's Road, Central.

W. POWELL & Co.

EX S. S. *CANDIA,*
NEWEST SPECIALITIES IN
LADIES' SUMMER BLOUSES,
(WHITE AND COLOURED).
COLLARS, CUFFS, HANDKERCHIEFS, &c., &c.

W. POWELL & Co.

Hongkong, August 19, 1897. 1568

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

Foreign and Colonial Speeches, by Rt. Honorable J. Chamberlain	$2.50	Little Folks New Volume	$ 2.50
Calista: a tale of the 3rd Century, by Card nal Newman	2.50	Siam, by Maxwell Sommerville ...	3.00
Chambers' Encyclopedia, 10 Volumes ½ Bound	60.00	Tarantula (Valse), by W. G. Bentley	0.85
The Crime & the Criminal, by Marsh	1.35	Ill Gotten Gold, by Tarbitt	2.00
Puritan's Wife, by Max. Pemberton	1.35	A Story Teller's Pack, by F. R. Stockton	2.00
Harley's New Jubilee Book of Hongkong, 60 Views	10.00	Bob Covington, by Gunter	1.80
		A Frisky Matron, by Percy Lyale ...	1.30
		Not a bad after all, by Nat Gould...	1.30
		Railway Engineering, Mechanical and Electrical, by Haldane	9.00

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON.....	*Java*	J. CHELLEW, R.N.R.	Noon, 21st August.
STRAITS & B'BAY	*Bombay* *	G. H. C. WESTON, R.N.R.	Noon, 21st August.
SHANGHAI.....	*Japan*	T. LEIGH	5 p.m., 21st August.
LONDON, &c.....	*Kaisar-i-Hind* †	S. BARGHAM	Noon, 26th August.
JAPAN.....	*Ancona*	W. D. MUDIE	Noon, 27th August.
LONDON	*Ceylon*	R. R. PEARCE	About 2nd September.

* For Freight (only). † See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, H. A. RITCHIE, *Superintendent.*

Hongkong, August 20, 1897. 1612

HONG KONG CENTRAL MARKET FOR BEEF, MUTTON, VEAL, SAUSAGES, &c. NOS. 10, 11, 12, 13, 14, 15.

BUTCHERY

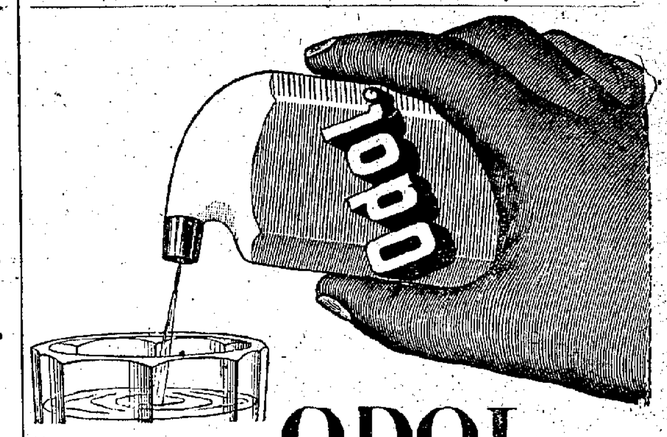
THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER, SODA WATER,
LEMONADE, GINGER ALE,
SARSAPARILLA, RASPBERRYADE,
LITHIA WATER, LEMON SQUASH, &c.

OUR WATERS are made under the constant supervision of a duly qualified English Chemist, and will bear comparison with the best English Mineral Waters.
Special terms to Hongkong Clubs, Messes and other Large Consumers.
Any unsatisfactory article to be returned to the Manager. 1211

Business Notices.



ODOL

UNEQUALLED FOR THE TEETH.

1574 WATKINS & Co, *Agents.*

Green Island Cement Company, Limited.

MANUFACTURERS OF



DRAIN-PIPES

FIRECLAY



WORKS, { GREEN ISLAND, MACAO. DEEP WATER BAY, HONGKONG.

SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

DAKIN, CRUICKSHANK & Co., LTD., IN LIQUIDATION.

FINAL DISTRIBUTION OF THE COMPANY'S ASSETS.

NOTICE is hereby given that the LIQUIDATION of the above COMPANY having been completed, the LIQUIDATOR will Distribute the SURPLUS ASSETS of the Company amongst the Registered SHAREHOLDERS in the proportion of 72½ c. per SHARE.

Upon presentation of Scrip to the Liquidator for Cancellation at his OFFICE on or after 16th August Instant, each SHAREHOLDER will receive an Order on the HONGKONG AND SHANGHAI BANKING CORPORATION in full Settlement of his CLAIMS against the Company.

Dated in Hongkong this 6th day of August, 1897.

F. MAITLAND,
1563 *Liquidator*
DAKIN, CRUICKSHANK & Co., LD.,
Victoria Buildings 5, Queen's Road Central.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June last, at the Rate of ONE POUND and FIVE SHILLINGS STERLING per SHARE of $125 is PAYABLE on and after MONDAY, the 16th day of August Current, at the OFFICES of the Corporation, where SHAREHOLDERS are requested to apply for WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, August 14, 1897. 1620

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provision of No. 121 of the ARTICLES of ASSOCIATION, the GENERAL AGENTS have THIS DAY Declared an INTERIM DIVIDEND of 4 PER CENT. for the Half Year ending 30th June, 1897, on the PAID-UP CAPITAL of the Company.

DIVIDEND WARRANTS PAYABLE on MONDAY, the 30th August, will be issued to SHAREHOLDERS.

The Transfer BOOKS of the Company will be CLOSED from 21st to 30th Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, August 14, 1897. 1625

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs superviewed. Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong.
Telephone, No. 14.
Postal Address, 17 Praya Central.
JOBS IN HONGKONG.
M. N. E. M. T. E. E. Trenton, N.J. and Glasgow.

Hongkong, November 5, 1896. 1295

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held in the OFFICES of the Company No. 14, Praya Central, on MONDAY, the 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1897, and of approving by Resolution of the proposed further extension to HUNG HAM MARINE LOT No. 1 on Terms to be Stated.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.

Hongkong, August 5, 1897. 1517

THE CHINA & MANILA S. S. Co., LIMITED.

NOTICE.

A CERTIFICATE of 11 SHARES numbered 3968/3978, standing in the Register of this COMPANY in the name of BETTIE BUDD TOMES having been LOST, Notice is hereby given that a Duplicate Certificate for the said 11 Shares will be issued one month hence and that the Original Certificate, unless produced within that period, will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, August 18, 1897. 1642

THE GREEN ISLAND CEMENT Co., LIMITED.

NOTICE.

A CERTIFICATE of 35 SHARES of the New Issue numbered 28269/28323, standing in the Register of this COMPANY in the name of JACOB BENJAMIN ELIAS having been LOST, Notice is hereby given that a Duplicate Certificate for the said 35 Shares will be issued one month hence and that the Original Certificate, unless produced within that period, will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, August 18, 1897. 1643

KELLY & WALSH, LTD.

EXTRA SPECIAL DIAMOND JUBILEE NUMBERS of

GRAPHIC (containing several Full Page Illustrations of the procession in London and numerous Portraits) $0.10

ILLUSTRATED LONDON NEWS (with Special 16 Page Supplement) 0.10

ST. PAUL'S 0.25

ST. JAMES' BUDGET 0.25

KELLY & WALSH, LIMITED.

Hongkong, August 13, 1897. 1511

Entertainment.

H. WELLBY-COOKE'S

ANIMATOSCOPE

ANIMATOSCOPE

EDISON'S LATEST WONDER

will be exhibited at the THEATRE ROYAL

on SATURDAY NIGHT, the 21st August, at 9 p.m.

Also, MONDAY, the 23rd August, THURSDAY, the 26th August, and SATURDAY, the 28th August, at 9 p.m.

The Programme presented before Sir CLAUDE MACDONALD at the British Legation, Peking, will be repeated.

Tickets may be had at Messrs. ROBINSON & Co.'s or at the Door.

Dress Circles, ... $2 and 1.
Stalls, ... $2, $1, & 50cts.

Hongkong, August 19, 1897. 1650

Intimations.

CEMENTIGHT.

A PAINT,—non-conductor of Heat or Cold, impervious to dampness, and also Fire Proof.

Specially Suitable for the Covering of Buildings.

A protection against high and low temperatures.

A preserver of all kinds of Timber against Insects.

An indestructible Paint on Iron, Bricks and every description of Plaster, Lime or Cement.

For further particulars, apply to

BARRETTO & Co., *General Agents.*

Hongkong, March 15, 1897. 543

AMERICAN SYSTEM OF DENTISTRY, AT 39, *QUEEN'S ROAD CENTRAL.*

CHADWICK KEW.

(LATE OF POATE & NOBLE.)

Hongkong, July 12, 1897. 2586

JUST UNPACKED.

A Fresh Consignment of best kind of ENGLISH and FRENCH TIN GOODS and Provisions from Messrs. CROSSE and BLACKWELL, and PHILIPPE and CANAUD.

Also,

COTTINO and PACKING COMPANY'S TIN FRUITS and other PROVISIONS, HUNTLEY and PALMER'S best kind of BISCUITS and MELLIN'S FOOD, &c., &c., &c.

H. RUTTONJEE.

1579 13, *D'Aguilar Street.*

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

HEAD OFFICE:—TOKIO.

BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

AGENCIES:—
MIIKE COAL MINES.
OHNOURA COAL MINES.
KANADA COAL MINES.
TOKIO MARINE INSURANCE CO., LTD.
MEIJI FIRE INSURANCE CO., LTD.
IMPERIAL GOVT. PAPER MILL, Japan.
COTTON CLEANING & WEG. CO., S'hai.
ONODA CEMENT COMPANY, Japan.
KANEGAFUCHI COTTON SP'ING MILL, ,,
MIIKE COTTON SP'ING MILL, LTD., ,,
TOKIO COTTON SPINNING MILL, ,,
HAYASHI CLOCK FACTORY, ,,

Hongkong, August 3 1897 1373

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE, Christofle & Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS — AND — DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 724

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

The Co.'s Steamship *Hupeh*, Captain QUAIL, will be despatched as above TO-MORROW, the 21st Instant, at 10 a.m.

For Freight, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 20, 1897. 1526

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Taiwan*, Captain PEARCE, will be despatched as above TO-MORROW, the 21st August, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 20, 1897. 1659

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Lennox*, to be despatched for the above Ports on or about the 31st August, 1897.

S.S. *Pathan*, to sail about 10th Sept., 1897.

S.S. *Braemar*, to sail about 24th Sept., 1897.

S.S. *Mogul*, to sail about 9th Oct., 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., *Agents.*

Hongkong, August 20, 1897. 1649

To-day's Advertisements.

FOR SALE.

THE Old Established and well-known MILLINERY, DRAPERY, AND HOSIERY BUSINESS, WITH THE GOOD-WILL, STOCK-IN-TRADE, FURNITURE AND FIXTURES OF

Messrs Vincent, Bird & Co.

Established 1863, and doing a Lucrative Business, Age and Health of Proprietors being the Cause of Disposal. The usual AUTUMN and WINTER GOODS will arrive in due Course from London and Paris.

Apply to C. V. BLAD, Esq., No. 70, Main Street, YOKOHAMA, JAPAN.

Hongkong, August 20, 1897. 1610

TO LET.

HOUSES Nos. 3 and 4, DES VŒUX VILLAS.

HOUSE in BELILIOS TERRACE.

'BEACONSFIELD'—OFFICES now occupied by Messrs. Butterfield & Swire. Possession from 1st September Next.

ROOM in BEACONSFIELD ARCADE.

GODOWN in DUDDELL STREET.

HOUSE No. 20, SHELLY STREET.

Apply to

BELILIOS & Co.

Hongkong, August 20, 1897. 1662

FOR YOKOHAMA AND KOBE.

The Steamship *Erato*, Captain OSTERMANN, will be despatched for the above Ports on TUESDAY, the 24th Inst., at Daylight.

For Freight, apply to

SIEMSSEN & Co., *Agents.*

Hongkong, August 20, 1897. 1658

OCEAN STEAMSHIP COMPANY.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Ixion*, Captain NISH, will be despatched on TUESDAY, the 24th Instant.

For Freight, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 20, 1897. 1661

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *ROHILLA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s.s. *Himalaya*. From CALCUTTA, ex s.s. *Simla*. From PERSIAN GULF, ex s.s. *Simla*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. TO-DAY.

Goods not cleared by the 26th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, *Superintendent.*

Hongkong, August 20, 1897. 1665

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *JAPAN*.

FROM LONDON, PORT SAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From ANTWERP, &c., ex s.s. *Candia*. From ITALY, ex s.s. *Sutlej*. From COLOMBO, ex s.s. *Hindu*. From MADRAS, ex s.s. *Ludiana*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 26th August, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, *Superintendent.*

Hongkong, August 20, 1897. 1656

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Erato*, Captain OSTERMANN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Aug., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th August, at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co., *Agents.*

Hongkong, August 20, 1897. 1657

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Amoy and Tamsui	Haimun (s)	Douglas Lapraik & Co.	Aug. 21, at noon.
Australian Ports	Airlie (s)	Gibb, Livingston & Co.	Aug. 27, daylight.
Japan Ports	Ancona (s)	P. & O. S. N. Co.	Aug. 27, at noon.
Kobé	Sanuki Maru (s)	Nippon Yusen Kaisha.	Aug. 23, at 4 p.m.
Kobe and Yokohama	Idzumi Maru (s)	Nippon Yusen Kaisha.	Aug. 27, at 4 p.m.
London, v. Ports of Cal	Kaisar-i-Hind (s)	P. & O. S. N. Co.	Aug. 26, at noon.
London, v. Ports of Cal	Moyune (s)	Holliday, Wise & Co.	About Sept. 9.
London, v. Suez Canal	Glenavon (s)	Jardine, Matheson & Co	About Aug. 21.
London, v. Suez Canal	Prometheus (s)	Butterfield & Swire	August 28.
London	Java (s)	P. & O. S. N. Co.	Aug. 21, at noon.
London	Euplectela (s)	Arnhold, Karberg & Co.	Aug. 22.
London	Ceylon (s)	P. & O. S. N. Co.	About Sept. 2.
Marseilles v. Saigon	Salazie (s)	Messageries Maritime	Sept. 1, noon.
M'seilles, London, &c.	Nerite (s)	Arnhold, Karberg & Co	August 26.
Nagasaki, Kobe & Y'ma	Ixion (s)	Butterfield & Swire	August 24.
NewYork, v. Suez Canal	Frey (s)	Melchers & Co.	About Aug. 25.
NewYork, v. Suez Canal	Lennox (s)	Dodwell, Carlill & Co.	About Aug. 31.
New York	Landseer	Siemssen & Co.	Quick despatch.
Ningpo and Shanghai	Hunan (s)	Butterfield & Swire	Aug. 21, at 2 p.m.
Samarang & Sourabaya	Hupeh (s)	Butterfield & Swire	Aug. 21, at 10 a.m.
Sandakan and Kudat	Deucalion (s)	Butterfield & Swire	Aug. 25, at 3 p.m.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	Aug. 24, at noon.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	Sept. 2, at noon.
San Francisco	Heathbank	Shewan, Tomes & Co.	Quick despatch.
Shanghai	Rohilla (s)	P. & O. S. N. Co.	Aug. 21, at 10 a.m.
Shanghai	Taiwan (s)	Butterfield & Swire	Aug. 21, at 4 p.m.
Shanghai	Japan (s)	P. & O. S. N. Co.	Aug. 21, at 5 p.m.
S'pore, Col'bo & B'bay	Hiroshima Maru (s)	Nippon Yusen Kaisha	Aug. 31, at noon.
S'pore, P'nang & B'bay	Bombay (s)	P. & O. S. N. Co.	Aug. 21, at noon.
S'pore, Penang & C'tta	Lightning (s)	D. Sassoon, Sons & Co.	Aug. 24, at 3 p.m.
S'tow, Amoy & F'chow	Namoa (s)	Douglas Lapraik & Co.	Aug. 24, daylight.
Tacoma (Wash.), &c.	Victoria (s)	Dodwell, Carlill & Co.	Sept. 7, at noon.
Vancouver (B.C.), &	Empress of India (s)	Canadian P'fic R. Co	Sept. 1, at noon.
Wladivostock, &c.	Hiogo Maru (s)	Nippon Yusen Kaisha.	Aug. 27, at noon.
Yokohama and Kobé	Erato (s)	Siemssen & Co.	Aug. 24, daylight.

To-day's Advertisements.

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

(*Under Mail Contract*).

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Idzumi Maru*, Captain R. NUNOME, will be despatched for the above Ports on FRIDAY, the 27th Instant, at 4 p.m.

For Freight or Passage, apply to

NIPPON YUSSEN KAISHA.

Hongkong, August 20, 1897. 1663

NIPPON YUSEN KAISHA.

JAPAN BOMBAY-LINE.

MONTHLY SERVICE.

(*Under Mail Contract.*)

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship *Hiroshima Maru*, Captain N. ONO, will be despatched for the above Ports on TUESDAY, the 31st Inst., at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, August 20, 1897. 1664

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* STRAITS, AND USUAL PORTS OF CALL.

(*Taking Cargo at through rates for* LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Moyune*, Captain C. H. KEMP, will be despatched as above on or about the 9th September.

For Freight, etc., apply to

HOLLIDAY, WISE & Co., *Agents.*

Hongkong, August 20, 1897. 1660

SHIPPING.

ARRIVALS.

August 19.

Taiyuan, British str., 1,459, R. Nelson, Australia July 28, and Port Darwin Aug. 10, General.—BUTTERFIELD & SWIRE.

August 20.

Chi Yuen, Chinese str., from Canton.

Java, British steamer, 2,632, J. Chellew, R.N.R., Foochow August 18, General.—P. & O. S. N. Co.

Erato, German steamer, 2,836, J. Ostermann, Hamburg and Singapore August 14, General.—SIEMSSEN & Co.

Japan, British steamer, 4,319, T. Leigh, London July 10, and Singapore August 14, General.—P. & O. S. N. Co.

Namoa, British steamer, 862, Hall, Foochow Aug. 17, Amoy 18, and Swatow 19, General.—DOUGLAS STEAMSHIP Co.

Malver, British steamer, 1,826, G. Hyde, Mororan August 10, Coal.—ORDER.

Fausang, British steamer, 1,410, Nicol Moncur, Portland, Or., via Nagasaki and Tientsin August 14, Ballast.—JARDINE, MATHESON & Co.

H.M.S. *Pigmy*, British gunboat, 750, Lieut.-Comdr. C. J. Dormer, Bangkok August 12.

Krim, Norwegian str., 1,117, J. Irgens, Hongay Aug. 18, Coal.—JARDINE, MATHESON & Co.

Fushun, Chinese str., 1,604, W. H. Lunt, Shanghai August 17, General.—C. M. S. N. Co.

Rohilla, British steamer, 2,216, F. Cole, Bombay August 4, and Singapore 15, Mails and General.—P. & O. S. N. Co.

Haimun, British str., 636, H. Bathurst, Amoy Aug. 19, General.—DOUGLAS STEAMSHIP Co.

DEPARTURES.

August 20.

Wingsang, for Canton.
Diomed, for Singapore and London.
Store Nordiske, for a cruise.
Peiyang, for Shanghai.
Omi Maru, for Thursday Island, &c.
Sullberg, for Chefoo.

CLEARED.

Cosmopolit, for Quinhon.
Hupeh, for Singapore.
Glenfarg, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Java*, from Foochow, 3 Chinese.

Per *Erato*, from Singapore, 174 Chinese.

Per *Japan*, from London: for Hongkong, 10 Sikhs and 21 Chinese. From Singapore: for Shanghai, Mr Geo. W. Jones.

Per *Namoa*, from Coast Ports, 115 Chinese.

Per *Fushun*, from Shanghai, 81 Chinese.

Per *Rohilla*, for Hongkong: from London, Messrs Bryan, H. [illegible], J. McKay, and Duncan Smith; from Bombay, Messrs Abdool Oader and Abdool Choy; from Singapore, Mr and Mrs Blake and child, Messrs F. J. Nugent, C. K. Keep. For Shanghai: from London, Messrs Georges, Wm Burley, Sergt. Donegan, and Mr W. P. Craig; from Bombay, Mr J. Benjamin. From London: for Yokohama, Mr Hardie.

Per *Haimun*, from Amoy, Mr Arthur, and 18 Chinese.

DEPARTED.

Per *Omi Maru*, for Sydney, Mr H. E. Fulford.

TO DEPART.

Per *Hupeh*, for Singapore, 184 Chinese.

SHIPPING REPORTS.

The British steamer *Taiyuan* reports: Spoke barque *Kate F. Troop*, from Newcastle, bound Manila, all well.

The British steamer *Namoa* reports: From Foochow, light S.E. wind and fine weather. From Amoy, moderate S.W. wind and fine clear weather. From Swatow, light S.W. wind and fine. Steamer in Foochow: *Java*. Steamers in Amoy: *Thales*, *Haimun*, *Wosang*, *Hoihow*, and *Newchwang*. Steamers in Swatow: *Nanshan*, *Kashing*, and *Taiwan*.

The British steamer *Fausang* reports: From Tientsin, light Southerly winds and fine, with smooth sea.

The British gunboat *Pigmy* reports: Fine weather.

The British steamer *Haimun* reports: Moderate S.W. to W., smooth sea, fine weather. Steamers in Amoy: *Newchwang*, *Haitan*, *Thales*, *Kansu*, *Kashing*, and barquentine *Quickstep*.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE, SAMARANG & SOURABAYA.—
Per *Hupeh*, at 9.30 a.m., on Saturday, the 21st August.

For STRAITS & BOMBAY.—
Per *Bombay*, at 11.30 a.m., on Saturday, the 21st August.

For AMOY & TAMSUI.—
Per *Haimun*, at 11.30 a.m., on Saturday, the 21st August.

For SINGAPORE.—
Per *Java*, at 11.30 a.m., on Saturday, the 21st August.
Per *Glenavon*, at 3.30 p.m., on Saturday, the 21st August.
Per *Siam*, at 5 p.m., on Saturday, the 21st August.

For NINGPO & SHANGHAI.—
Per *Hunan*, at 1.30 p.m., on Saturday, the 21st August.

For SHANGHAI.—
Per *Taiwan*, at 3.30 p.m., on Saturday, the 21st August.
Per *Japan*, at 4.30 p.m., on Saturday, the 21st August.

For YOKOHAMA.—
Per *Kachidate Maru*, at 4.30 p.m., on Saturday, the 21st August.

For SAIGON.—
Per *China*, at 4.30 p.m., on Saturday, the 21st August.

For WUCHOW.—
Per *Wingtong*, at 5 p.m., on Saturday, the 21st August.
Per *Hoi On*, at 5 p.m., on Monday, the 23rd August.

For HOIHOW & HAIPHONG.—
Per *Mathilde*, at 5 p.m., on Saturday, the 21st August.

For SWATOW, SAMARANG & SOURABAYA.—
Per *Shantung*, at 5 p.m., on Saturday, the 21st August.

For SWATOW, AMOY & FOOCHOW.—
Per *Namoa*, at 5 p.m., on Saturday, the 21st August.

For BANGKOK.—
Per *Euplectela*, at 5 p.m., on Saturday, the 21st August.

Quotations.

HONGKONG, August 20, 1897.

OPIUM—New Patna, cash, ... 720
,, Old ,, cash, —
,, New Benares, cash, 720
,, Old ,, cash, ... —
,, New Malwa, credit, 790/800
Allowance Taels, ... 8/16
,, Old Malwa, credit, 840/870
Allowance, Taels ... 8/12
Tow Year Old, ... 900
Allowance, Taels, ... —
,, Persian, Paper tied 620/660
Allowance, Taels, ... 8/16

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.78	29.83	29.74
Temperature	82	85	86
Humidity ...	82	76	76
Direction of Wind ...	—	—	SSW
Force ...	0	0	1
Weather ...	c	c	c
Rain ...	—	—	—

Highest open air temperature on the 19th 88
Lowest open air temperature on the 19th 77

F. G. FIGG, *Acting Director.*

Hongkong Observatory, August 20, 1897.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, August 20, 1897.

BAROMETER— 9 A.M. 29.82
Do. 1 P.M. 29.74
Do. 4 P.M. 29.73
THERMOMETER—9 A.M. 83
Do. 1 P.M. 86
Do. 4 P.M. 85
Do. (Wet bulb) 9 A.M. 80
Do. Do. 1 P.M. 80
Do. Do. 4 P.M. 80
Do. Maximum 86
Do. Minimum overnight 81

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—*Hupeh* leaves for S'abaya, &c.
10 a.m.—*Rohilla* leaves for Shanghai.
Noon.—*Java* leaves for London.
Noon.—*Bombay* leaves for B'bay, &c.
Noon.—*Haimun* leaves for Amoy, &c.
2 p.m.—*Hunan* leaves for Shanghai, &c.
4 p.m.—*Taiwan* leaves for Shanghai.
5 p.m.—*Japan* leaves for Shanghai.

Amusements.

9 p.m.—The Animatoscope at the Theatre Royal.

Miscellaneous.

Goods per *Lightning* undelivered after 4 p.m. this date landed.

Transfer Books of The China Sugar Refining Company, Limited, from this date to 30th August, both days inclusive.

General Memoranda.

MONDAY, August 23:—
Noon.—Meeting of Shareholders of The Hongkong and Whampoa Dock Co., Ld., at the Company's Office, No. 14, Praya Central.
Goods per *Candia* not cleared after 4 p.m. subject to rent.
Goods per *Glenfarg* undelivered after this date subject to rent.

TUESDAY, August 24:—
Noon.—Private Meeting of Shareholders of The Punjom Mining Co., Ld., at the Company's Office, No. 9, Praya Central.

THURSDAY, August 26:—
Goods per *Rohilla* not cleared after 4 p.m. subject to rent.
Goods per *Japan* not cleared after 4 p.m. subject to rent.
Goods per *Melpomene* undelivered after this date subject to rent.

FRIDAY, August 27:—
Goods per *Laos* unclaimed after this date subject to rent.
Goods per *Erato* undelivered after this date subject to rent.

MONDAY, August 30:—
Dividend Warrants of The China Sugar Refining Co., Ld., payable.

Exchange

HONGKONG, August 20, 1897.

On London—
Bank, Wire, ...1/9⅝
,, On demand, ...1/9$\frac{11}{16}$
,, 30 days' sight, ...1/9¾
,, 4 months' sight, ...1/9$\frac{15}{16}$
Credits, 4 ,, ,, ...1/10
Documentary, 4 months' sight, ...1/10⅛
On Paris—
On demand, ... 2.27
Credits, 4 months' sight, ... 2.31
On Berlin—Demand, ... 1.84
On New York—
On demand, ... 43¾
Credits, 60 days' sight, ... 44¾
On Bombay—
Wire, ... 137
On demand, ... 137¼
On Calcutta—
Wire, ... 137
On demand, ... 137¼
On Shanghai—
On demand, ... 76
30 days' sight, (private paper) ... 76¾
Gold Leaf, 100 fine, (per tael) ... $55.00
Sovereigns (Bank's buying rate) $10.90
Silver (per oz.) ... ... 24$\frac{1}{16}$d.

BY APPOINTMENT.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

SEEDS. SEEDS.

WE have received our first Shipment of FLOWER AND VEGETABLE SEEDS, all of which have been obtained from the best Houses in England.

Customers will oblige by sending their orders as early as possible.

CATALOGUES containing HINTS ON GARDENING, and PRICE LISTS may be had on application.

RANSOM'S 'New Paris' LAWN MOWERS and CLAY'S FERTILIZER.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, August 18, 1897. 1581

MARRIAGE.

On the 21st July, by licence, at St. Peter's, East Dulwich, by the Rev. Alfred Scott, vicar of St. Mary's, Paddington-green, cousin of the bride, PETER LAIRD, of Highgate, to FRANCES, widow of EDMUND WARDEN, late of Shanghai.

DEATH.

On the 16th July, CHARLES ANTHONY SINCLAIR, late H.B.M.'s Consul, Foochow, aged 79.

The publication of this issue commenced at 6.40 p.m.

The China Mail.

HONGKONG, FRIDAY, AUGUST 20, 1897.

FOR the past week, the telegrams regarding the condition of affairs on the frontier of India have been of a most disquieting nature, and the climax seems to have been reached in the message of to-night. According to Reuter, the Afridis are marching on Jamrud by the Kyber Pass, that is to say, on Peshawur, the Orakzais are marching on the frontier by way of the Kurram Valley, and the whole of the North-West frontier is ablaze. For some weeks, small forces of British troops have been operating on the Swat River and in the Tochi Valley, and the whole of the tribes on the mountainous region lying between these extremes—the Swat on the East and the Tochi on the West—appear now to have resolved simultaneously to measure their strength against the forces of British India. Those who are acquainted with the conditions of warfare in the Highlands of India are confident that the disciplined and trained forces under the British generals will be able to cope with the fanatical hordes of the frontier, and that there is little danger of the natives swarming across the Indus and invading the Punjab. At the same time, no attempt will be made to minimise the danger of the position. Although no other border tribes are mentioned, it is not improbable that the uprising is general, but an idea of the task that lies before the Indian troops may be formed when we mention that the Afridis and the Orakzais alone can place upwards of 200,000 fighting men in the field.

The rising of the Afridis comes as a surprise. Hitherto they have been friendly to Britain, and have never given trouble, not even during the Afghan War of 1879-80. They inhabit the region lying immediately to the north of Peshawur, and the Orakzais (who claim to be Afridis but who are repudiated by the main tribe) occupy the hilly backbone which penetrates the Punjab between Kohat and Peshawur. This latter tribe is notorious for its rifle-stealing proclivities, and has repeatedly given trouble on the frontier, without showing actual hostility. Both tribes may be spoken of as Pathans, and in appearance are not unlike the Pathan Company of the Hongkong Regiment. They are born fighters, highlanders of a hardy type, inured to danger and privation, and fearless in the face of a foe. But each tribe will probably operate independently like the Scottish highlanders of old, and therein will be their chief weakness. We know that 20,000 trained Indian troops have been concentrated at Rawal Pindi, in addition to the forces operating in the Tochi and Swat Valleys, and it is confidently believed that this force is quite sufficient to check any attempt to cross the border, and to hold the position until reinforcements are thrown forward to crush the uprising. In the absence of Sir William Lockhart, Major-General Sir George Wolseley, K.C.B., a brother of Field-Marshal Wolseley, is, we believe, in command of the British forces in the Punjab. He is an officer of great experience in frontier warfare, and has already fought the Afghans in their own country. The strength of the natives lies in the hills, and if they descend to the plains, as they are reported to have done, they render themselves more vulnerable.

The cause of this sudden outburst of hostility it is difficult to conjecture. Reuter tells us that the hostile tribes have been in constant communication with the Commander-in-Chief of the Afghan army. If this is so it betokens duplicity on the part of the Ameer, who has professed great friendship to Great Britain and whose son only recently visited England and India and was received and fêted as the son of a friendly potentate. On the other hand, it is believed that the cause for the present disaffection is even more obscure. People with a knowledge of Indian affairs give credence to the story that the Sultan of Turkey is remotely concerned in the prevailing discontent amongst the Mohamedans in India and on the frontier. It is stated that the Sultan has started a Jehad or 'Holy War' Committee at Constantinople, and that he has sent envoys to India, Arabia and the Trans-Caspian Provinces calling upon all Moslems to help the Turkish Empire and not to let it crumble away as did the Moorish Empire. It will be interesting to see what follows the Sultan's letter to the Moslems now on its way to India, Arabia, and other countries. The Mahommedan press in India make no disguise in seditious and mischievous declamation about the Sultan's might. [illegible] opportunity of testing their bravery. The newspaper is of opinion that, if the Bedouins were furnished with European arms by the Sultan, they would prove more than a match for the combined armies of the Christians of the whole world, thus making the Sultan the Emperor or Master of the world. If this is the real cause of the frontier trouble, the task before the Imperial troops is a formidable one. At any time the enemy is brave and fearless, but fired by the zeal of religious fanaticism he will fight with more desperate and resolute courage. That the Imperial troops will prevail, we have, however, no doubt, if the Mahommedan soldiers remain true to their salt. That is the crux of the whole situation, and we are pleased to note that the Mahommedan troops in Calcutta were highly elated over the confidence reposed in them by the authorities, who wisely called them out to assist to quell the riots which occurred in Calcutta a few months ago. While, therefore, the position in India is such as to occasion grave anxiety to the rulers of that great country, and to tax the resources of the military and financial authorities, there need be no fear of the downfall of British prestige; the dangers of the occasion will call forth the men of ability and courage and wisdom who are never lacking whenever the interests of the country are imperilled.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*Lochtay*, *St. Ninian*, July 27; *Dardanus*, *Laurel Branch*, *Bengloe*, 30; *Gisela*, *Hertha*, August 3; *Elm Branch*, *Flintshire*, *Lady Furness*, 6; *Macduff*, *Pyrrhus*, *Sumatra*, *Yarra*, *Glaucus*, *St. Jerome*, 10; *Oolong*, *Helene Rickmers*, *Glenartney*, *Sydney*, *Teucer*, *Ceres*, 17.

HOMEWARD BOUND:—*Socotra*, July 6; *Sunda*, 13; *St. Andrews*, 23; *Hyson*, 28; *Aladdin*, 30; *Thekla*, August 3; *Benledi*, *Formosa*, *Dorothea Rickmers*, *Ellen Rickmers*, 6; *Teenkai*, *Sachsen*, 13.

Mails.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 6 a.m. on the 19th Aug., and left same day at 5 p.m. for Shanghai, where she is expected to arrive at 6 a.m. on Saturday, the 21st Aug.

The O. & O. Co.'s s.s. *Doric*, with the AMERICAN MAIL of 27th July, left Yokohama on Monday, the 16th Aug., at daylight, and may be expected here on or about Tuesday, the 24th Aug.

The Imp. German Mail s. s. *Prinz Heinrich*, carrying the German Mails with dates from Berlin of the 26th July, left Colombo on the 14th Aug., and may be expected here on or about Wednesday, the 25th Aug.

The P. M. Co.'s s. s. *China*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 5th Aug.

Steamers Expected.

The N. P. Co.'s s. s. *Victoria*, from Tacoma for Hongkong, left Shanghai at midnight on the night of 17th Aug. for this port.

The s. s. *Lombard*, from New York, for Hongkong, left Singapore on Saturday morning, the 14th Aug., and is due here on or about the 20th Aug.

The N. Y. K. s. s. *Sanuki Maru*, from Europe, left Singapore for this port on the morning of 17th Aug., and is expected to arrive here on the evening of the 21st Aug.

The O. S. S. Co.'s steamer *Ixion*, from Liverpool, left Singapore on the morning of 17th Aug., and may be expected here on or about Monday, 23rd Aug.

The N. Y. K. s. s. *Idzumi Maru*, from Bombay &c., left Singapore for this port on the evening of 17th Aug., and is expected to arrive here on the 23rd Aug.

The s. s. *Kutsang*, from Calcutta and Straits, left Singapore for this port on the 17th Aug. at 5 p.m.

The R. M. Line str. *Maria Rickmers*, from Antwerp and Hamburg, left Singapore on the 17th Aug. for this port, and may be considered due here on or about the 23rd Aug.

The N. Y. K. s. s. *Sagami Maru*, from Melbourne &c., left Thursday Island for this port on the afternoon of the 17th Aug., and is expected to arrive here on the 28th Aug.

The C. M. Co.'s s. s. *Oolong*, from Glasgow and Liverpool, passed the Canal on the 16th Aug., and may be considered due at Singapore on or about the 3rd September.

The N. G. L. s. s. *Letimbro* left Bombay for this port on the 9th Aug., and is due here on or about the 26th Aug.

The R. L. s. s. *Helene Rickmers*, from Middlesbro', Antwerp and Hamburg, passed the Canal on the 16th Aug., and may be considered due at Singapore on or about the 7th September.

The N. P. Co.'s s. s. *Olympia* sailed from Tacoma, Washington, for this port via Japan on the 14th Aug.

Latest Advices.

The O. S. S. Co.'s s. s. *Dardanus*, from Liverpool, left Singapore on the morning of 20th Aug., and may be expected here on or about Wednesday, the 25th Aug.

THE delivery of the English Mail was begun at 4.40 p.m.

THE Band of the West Yorkshire Regiment will play the following programme at the Officers' Mess on Sunday evening, 22nd August:—

1—March Hongroise ... 'Faust' ... *Berlioz.*
2—Overture ... 'Fest' ... *Leutner.*
3—Aria ... 'O Rest in the Lord' ... *Mendelssohn.*
4—Andante con moto from 'The Unfinished Symphony' ... *Schubert.*
God save the Queen.
WM. GEO. [illegible], A.R.C.M., Bandmaster.

"FOR THE BLOOD IS THE LIFE."—If the blood is laden with impurities it spreads disease as it circulates through the organs of the human body—Liver, Heart, Stomach, Kidneys, Brain. Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, [illegible] Skin and Blood [illegible] and Sores of all kinds its [illegible]. Thousands of wonderful [illegible] by it. Sold everywhere [illegible] worthless imitations and [illegible].

[illegible] just arrived, best makers [illegible] and Tempering Planos, guaranteed [illegible] W. Robinson & Co.

BISHOP Stone-Wigg, of New Guinea, is an ardent cyclist.

THE P. & O. s.s. *Rohilla*, Captain F. Cole, will leave for Shanghai, at 11 a.m., to-morrow, the 21st instant.

COUNTERFEIT yen and British dollars are in circulation in the Straits. A careful look-out should be kept in Hongkong to prevent the introduction of the base coins. One British dollar was detected here yesterday.

THE cricket teams of H.M.S. *Plover* and *Iphigenia* have been making extraordinary scores at Singapore. In the first match the *Plover* scored 27 (Stock 20) and 15, and the *Iphigenia* responded with 39 and 26 for 3 wickets (Wildbore 17). In the return match, the *Plover* scored 50 (Lieut. Cayley 20, Mr Davey 11), and the *Iphigenia* 109 (Paul 34, Wildbore 23, Mr Thompson 14, and Lieut. Meade 10).

THERE has been a fair amount of business done in rice shipments this season for Europe from Japan, Saigon, and Bangkok, but there is nothing unusual about this except, perhaps, in the movement from Saigon where the rice export, up to latest advices received in Hongkong, was 2,764,500 piculs as compared with 504,600 piculs last year at the same date. There is at present a very large export of rice from Hongkong to Singapore. This is on account of a shortage at the Straits. From Bangkok to India there has been a fair export of Siamese rice, owing to the famine and the prevalence of bad harvests in India. The export from Japan to Europe has been if anything, rather less than last year; but the figures are not available.

A TELEGRAM has just been received by the General Agent of the C. P. R. Co. (Mr D. E. Brown) from the Head Office at Montreal, advising that no decision had yet been come to by the United States Government concerning the contemplated imposition of an additional duty on imports into the United States via Canada. It would, therefore, appear that the proposition, as we expected it would, is meeting with considerable opposition from those best able to judge as to the injury likely to be done to the commerce of the country in restricting by legislation its channels of import and export. Commerce is like water; it not only finds its own level, but its own channels, and though its outlets and inlets may be blocked for a time, the current does not take long to assert itself once more. Perhaps the authorities responsible for the proposed additional tax are now pondering over the disadvantages likely to follow their action. We must, of course, naturally wait for further news. At the same time, even assuming such a severe and, we think, foolishly hostile measure is taken, it would be only reasonable to give a certain period of notice to shippers before a drastic change like that proposed comes into effect.

VESSELS AT THE DOCKS:—At *Kowloon*—City of Rio, Taiyick, Framnes, Phra Chom Klao, Kwangwai, Hongkong.

Aberdeen.—(None.)

Cosmopolitan.—West York, Deucalion, Fausang.

PATENT MUSIC boxes, Violins (fine models). Mandolines, and Strings of all kinds. W. Robinson & Co.

IT has been decided to reduce the Burma garrison by two regiments of Madras Infantry, the cantonments of Moulmein and Thayet-myo being abandoned.

THE *Torres Straits Pilot* of 17th July says:—Mr David Scott, branch accountant at the Queensland National Bank, Brisbane, who was travelling by the steamer *Chingtu* to Hongkong, became very ill shortly after the vessel left Townsville, and was landed at Thursday Island on Monday last. He succumbed to his illness—which was of a complex nature—at midnight, and was interred the following day in the local cemetery.

ON Tuesday last (says the *Foochow Echo* of the 14th inst.) the laying of the first keel plate of a steam tug was effected under the auspices of His Excellency the Tartar General, Imperial Commissioner for the Arsenal. The name of the tug is to be the *King Yun.* At the same time the necessary plans are being made for the construction of two torpedo cruisers of 850 tons each, with a speed of 23 knots, and also, rumour says, of a small torpedo boat. We cannot but congratulate ourselves on the symptoms of life and activity which our Arsenal is now showing.

LT. R. H. Parker, R.A. (25th Co., Southern Division, and Acting Adjutant S. V. A.), has been ordered by urgent telegram form the War Office to report himself at Calcutta, to join a Mountain Battery. This is the second promotion to a Mountain Battery from Singapore, the previous appointment having been that of Lt. Corry, who is now in the Punjab Force with No. 1 Kohat Mountain Battery. It is probable that as Mountain Battery work is of a very special character, Lieut. Parker will be appointed to a battery at a base in place of another officer, transferred to a battery with a field force now on service on the frontier. It will be remembered that Lieuts. Newman and Griffiths went recently to Field Batteries in India, the former to Belgaum and the latter to Nowgong. The adjutancy of the Singapore Volunteer Artillery will be taken up by Major A. F. Montanaro, who has quite recently come to Singapore to take charge of the Singapore Company R.A. Major Montanaro was previously stationed at Campbellpore, with No. 11 (Heavy) Company, Garrison Artillery. This officer has previously had a period of service in England as an adjutant of Volunteer Artillery with a Lincolnshire Corps, which, we hear, took high honours at Shoeburyness under Major Montanaro's training. Major Montanaro served with the Ashanti expedition under Sir Francis Scott in 1895, for which service he received brevet rank. The officers and men of the S. V. A. will be sorry to lose Lt. Parker, who takes with him their good wishes for a prosperous career in the service. Lt. Parker leaves Singapore to-day by the s.s. [illegible], Capt. Galsworthy, for Calcutta.—*Singapore Free Press*, Aug 11.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 18th August, 1897.

THE NORTH-WEST FRONTIER OF INDIA.

The Afridis are marching on Jamrud through the Kyber Pass, the Orakzais on the Kurram valley, and the whole frontier is practically in a blaze.

PRESIDENT FAURE STARTED FOR ST. PETERSBURG.

President Faure has started for St. Petersburg. A canister filled with nails exploded harmlessly in the Boulevard Denain in Paris, a few minutes after President Faure had passed.

ATTEMPT TO BLOW UP THE GRAND VIZIER.

An explosion occurred below the Grand Vizier's department at the Porte. One person was killed and several were injured.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 20th at 11.25 a. Except risen in the extreme North, barometric changes are unimportant. Pressure is normal on the China coast, but remains slightly low in Luzon. Forecast:—light variable winds; fair.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(*Before His Honour Sir John Carrington, Chief Justice.*)

Friday, August 20.

MANSLAUGHTER.

Cheung Fuk was charged with manslaughter.

Prisoner pleaded not guilty.

Hon. W. M. Goodman, Attorney General (instructed by Mr H. L. Dennys, Crown Solicitor) prosecuted; Mr F. J. Francis, Q.C. (instructed by Mr Gedge) appeared for the defence.

The jurors sworn were:—Messrs J. H. Logan, W. T. Shewan, Wong Liu-Kep, J. Baptista, D. M. de Souza, F. Q. Xavier and J. Walker.

The case for the Crown was that deceased on 7th August stole a hat and some clothing from a sampan at Taikoktsui, and on the larceny being discovered deceased was chased and overtaken by several coolies among whom was the prisoner, who beat him with bamboos. After the beating deceased crawled for some distance and was afterwards found by an Indian Police Sergeant dead in a sitting posture. Medical evidence went to show deceased had an abnormally enlarged spleen, and he had died from hemorrhage and rupture of the spleen.

CABLE CHESS MATCH.

The following are the present positions in the Match between Singapore and Hongkong:—

GAME 1.—RUY LOPEZ.

	White (Singapore).	Black (Hongkong).
1	P—K 4	P—K 4
2	Kt—KB 3	Kt—QB 3
3	B—Kt 5	P—Q 3
4	P—Q 4	P×P
5	Kt×P	B—Q 2
6	Kt—QB 3	Kt—B 3
7	P—B 4	B—K 2
8	Kt—B 3	Castles
9	Castles	P—QR 3
10	B—Q 3	R—K sq
11	P—Q Kt 3	P—K R 3
12	B—Kt 2	Kt—K Kt 5
13	Q—K sq	Kt—B 3
14	R—Q sq	P—Q Kt 4
15	P—K R 3	Kt—K R 2
16	Kt—Q 5	B—K 3
17	Q—B 3	B—B 3
18	Kt×B	Q×Kt
19	P—K 5	Q×B P
20	B×Kt ch.	K×B

GAME 2.—GIUOCO PIANO.

	White (Hongkong).	Black (Singapore).
1	P—K 4	P—K 4
2	Kt—KB 3	Kt—QB 3
3	B—B 4	B—B 4
4	P—QB 3	Kt—KB 3
5	P—Q Kt 4	B—K 2
6	P—Q 3	P—Q 4
7	P×P	Kt×P
8	Castles	Castles
9	R—K sq	B—B 3
10	P—Q Kt 5	Kt—R 4
11	Kt×P	R—K sq
12	P—B 4	B×Kt
13	R×B	Kt×B
14	P×Kt	Kt—Q Kt 3
15	Q—K 2	B—K 3
16	Kt—R 3	Q—Q 2
17	B—K 3	P—KB 3
18	R—K 4	B—Kt 5
19	R×R ch.	R×R
20	Q—KB 2	

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

THE team of Australian baseballers has disbanded in London.

THE Lambeth Conference has raised the Sydney See into an archbishopric.

THE post of Colonial Chaplain at Malacca rendered vacant by the promotion of the Rev. W. H. Dunkerley to the Colonial Chaplaincy of Penang, *vice* Rev. L. C. Biggs, retired, has been offered to and has been accepted by the Rev. W. Eccles Hodgkinson, Church of England chaplain to the Forces, Singapore. Mr Hodgkinson has been in the Straits nearly two years.

HERE is one of Mr Zox's latest conundrums. 'Why is it that a barber would always rather shave three Jews than one Scotchman?' When you give it up, as everybody does, he tells you the answer, which is, 'Because he gets eighteenpence for shaving three Jews, and only sixpence for shaving one Scotchman.'

ON Monday last (says the *Foochow Echo* of the 14th inst.) the barometer fell to 29.20, a lower point than it is been remembered ever to have touched here before. On Tuesday morning it rose a tenth, but remained stationary at that for some time. It was certainly a relief to feel from this that the typhoon had passed by. The weather telegrams from Hongkong, kindly supplied us by the Telegraph Companies, advised that the typhoon had struck the land North of Wenchow, and a later wire stated that it was moving in the direction of Kiukiang. For three days subsequently we had to put up with the usual consequences of one of these big blows, namely, disagreeable rainy weather, but after all are infinitely grateful [illegible]

MEDICAL INSPECTION OF VESSELS.

VIEWS OF MEMBERS OF SANITARY BOARD.

At the meeting of the Sanitary Board yesterday afternoon the papers respecting the medical inspection of vessels and the Venice Plague Convention, which we published in yesterday's issue, were submitted. Dr Atkinson, Principal Civil Medical Officer, presided. The others present were:—Hon. F. H. May, Captain Superintendent of Police: Hon. W. Chatham, Acting Director of Public Works; Dr F. W. Clark, Medical Officer of Health; and Mr H. McCallum, Secretary.

Dr Atkinson—This mass of papers includes correspondence concerning the medical inspection of shipping and also the report of the International Plague Conference held in Venice in the spring of this year, which was sent down to the Board for its consideration. With reference to the medical inspection of shipping, that originated, I think, with the transmission by the Local Government Board of a series of regulations dealing with plague, cholera, and small-pox in the ports of the United Kingdom. These were likewise sent down to the Board for its consideration, and at a meeting held on the 8th April last the President moved that it was advisable to establish in this colony the medical inspection of shipping. I do not know whether you remember—of course there are not many here who were present then. The motion practically was, 'That a letter be addressed to the Colonial Secretary pointing out the desirability of arrangements being made at as early a date as practicable for the medical inspection of all vessels entering the waters of the colony as provided for in the regulations issued by the Local Government Board, dated the 9th of November, 1896.' I have gone over these regulations carefully and it appears to me that the members must have misread them. They refer, not to all shipping entering the ports of the United Kingdom, but to infected ships or those suspected of being infected. I think you will find that is so if you refer to Part I of these regulations. All these regulations are practically carried out in this colony under the present system with this difference, the Customs officer does not first board the vessels. The boarding officer, who, I take it, practically corresponds to the Customs officer, visits the ship, but he does not put the questions which are put at home with reference to the existence of infectious diseases on board. Part 2 of the regulations says that the officer of the Customs shall, on the arrival of any ship from a foreign port, visit the ship and ascertain as far as possible whether such ship is infected, and if he has any reason to suspect the ship is infected or come from any infected port, to ask the surgeon to give a true answer to the following question. The question he puts is: 'Has any case or suspected case of cholera, yellow fever, or plague occurred on the ship during the voyage from such and such a port?' An answer is given and if such a case has occurred it is the duty of the Customs officer to order the ship to be moored in a certain spot, which here, of course, would be the quarantine anchorage. He also has to inform the Medical Officer of Health that it has been sent to the Station, and the Medical Officer of Health visits the ship and proceeds in the usual manner by isolating the sick, disinfecting the ship, and following out the procedure recommended in these regulations. These regulations are practically carried out here, with this difference that the boarding officer visits every ship that arrives in this harbour. He enquires for particulars wished for at the Harbour Master's office and also ascertains if there are any cases of infectious diseases on board, and if there are he orders the ship into the quarantine anchorage. But he does not report to the Medical Officer of Health. I think it would be just as well if Part 2 of these regulations were enforced in this Colony; then the Health Officer of the Port would practically only visit ships which were infected or are suspected as being infected. At present we do more than this, because the Health Officer or his deputy also visits every ship that arrives in the Colony, and makes inquiries whether there is any infectious disease on board. The Chamber of Commerce admitted in a letter which they have written in connection with this subject the desirability of the medical inspection of vessels from infected ports. This is all done here. Why there should be any hesitation by the Government in declaring a port infected when there is definite knowledge of the prevalence of a disease at such and such a place I cannot understand. A port must of necessity be proclaimed by the Government before ships can be examined. Then every ship must be medically inspected that arrives from that port. Theoretically, the medical inspection of all shipping is perhaps a desideratum that it might prevent the importation into the Colony of some cases, of a few cases of infectious disease. I say 'few' because during the ten years' experience I have had here I do not think there have been more than twelve cases admitted from the shipping arriving in the harbour to say the *Hygeia* or the isolation hospital at Kennedy Town. I have been through the records and I do not think there have been more than twelve.

Mr May—There have been more this year.

Dr Atkinson—Not directly from shipping. Theoretically, I say, the inspection of all ships is to be desired but is the necessary interference to trade which would follow so small as to make the inspection justifiable? The Harbour Master states that it would be necessary to have two receiving stations, one at either end of the harbour. Each receiving station would require a staff to maintain it, and I certainly think, taking into consideration the number of passengers that daily arrive here, the number of crews that daily arrive, and the number of emigrants that daily leave, that at least three medical officers would be required to carry on this if it is intended that all ships shall be examined on arrival. If three medical officers are required three steam launches would be required. It all means money. I say three because there would have to be one at either station and there would also have to be another to examine emigrants on board the ships. You cannot possibly be at two places at one time. I do not know that we need consider the expense, which is a matter for the Government to decide upon. When medical inspection of all shipping was enforced here, namely, during the plague epidemic of 1894, all junks and even river boats were examined by four or five doctors, and I am informed that not one case of plague was detected on board the ships or junks. Chinamen are not likely to travel when they are ill, and I suppose that is why no cases were found. Smallpox and plague are practically the only cases we have to consider. Smallpox occurs every winter, and I am afraid we shall be more or less subject to outbreaks of plague for some few years to come as the disease is evidently in the place and can only be eradicated by improved sanitation. The main thing for us to do is undoubtedly to endeavour as far as we can to improve the sanitary condition of the Colony by every means in our power, so that should such diseases [illegible] tiously dealt with. Talking of smallpox, I would mention here the desirability of urging upon the Government to order the periodical disinfection of pawnbrokers' shops. This has been referred to more than once, and it is undoubtedly chiefly in these old clothes that are housed up every year that the germs of some of these infectious diseases are kept in our midst. Personally, I consider that the present system of inspecting ships is well adapted for local requirements, as it avoids any delay. So as to avoid any delay in sending bills of health and inspection of emigrants proceeding to Singapore or America it would be an advantage if the assistant to the Health Officer was impowered to sign those. It would be advantageous if the Health Officer of the Port was debarred from private practice and devoted the whole of his time to the duties of his office. Under the present arrangement, however, we have two Health Officers of the Port. With regard to the Venice Commission I think we may recommend the Hongkong Government to adhere generally to the convention, but we cannot do so in its entirety as surveillance is practically impossible in this colony. To subject passengers and crews of infected ships to a period of ten days' quarantine means that some quarantine station similar to that at Singapore for the housing of thousands of persons would be necessary, as there may be three or four ships arriving from infected ports in our immediate vicinity. I am informed there is no place near the colony where such a station could be erected. With regard to surveillance, I do not see how it can be carried out where two or three thousand passengers are arriving daily. Supposing we had plague at Canton. I do not see, myself how so many passengers as come from there could be inspected and for each one to find a surety, as the Medical Officer suggested, that they would remain at a certain address for a given time. I do not see how such numbers could be managed. So that I think surveillance is practically impossible in this colony. With regard to infected ships—by that I mean ships arriving with disease on board, say with plague on board—we should have to deal with each one individually, not having any quarantine station for the incubation of the disease, whatever it might be. I thought it better to lay these views before you, but of course, if any member has anything to say, I shall be pleased to hear him.

Dr Clark—Mr President, I am in rather an unfortunate position in that I am the only member of the Board present now who happened to have been present on the 8th April last, when the resolution was passed in regard to quarantine regulations; but I can assure the Board that there was no misunderstanding with regard to the regulations of the Local Government Board. I think the members of this Board know that I had considerable experience at a port at home during the cholera epidemic at Hamburg in 1892 and 1893, and I know exactly what was done then, and what are the general regulations in regard to the arrival of ships from 'foreign;' they are that no vessel can communicate with the shore unless it has first been boarded by a Customs officer. You say that a boarding officer here corresponds with the Customs officer at home. I say he does not, because the boarding officer does not board each vessel before she communicates with the shore, and therefore if we are to rely on the boarding officer, in future he must pay his visit before the ship communicates with the shore. That would be an admirable system, but I do not think it would be so admirable as having three medical officers to do this work.

Mr May—The Police board the ships.

Dr Clark—What information do they get?

Mr May—They could get information.

Dr Clark—If that can be done it opens out a fresh way of preventing the ships bringing infectious cases into this port and landing those cases. With regard to the question of the reluctance of the Government to declare a port infected, there is no doubt that that reluctance does exist. A short time ago the Board asked the Government to declare Amoy an infected port and the Government regretted they were unable to do so. Whatever the explanation may be the fact remains that the Government are not inclined to declare ports infected and so necessitate the medical examination of ships from such ports before they communicate with the shore. I could give you other instances, but Amoy is the most recent one. Your statement that not more than a dozen cases of infectious disease were admitted during the course of one year direct from the shipping to the hospital is, I think, an argument in favour of my contention that the cases get ashore before the Medical Officer gets on board. My statistics show that last year more than fifty per cent. of the cases of infectious disease occurring in this Colony (exclusive of the plague cases) were imported although it is perfectly true that not all of them had developed the disease when they arrived here. With regard to your remarks about the plague in 1894 the explanation is that the Medical Officers who boarded the junks did not ferret out the nooks and corners, whereas my suggestion is that each medical officer should have an interpreter so that while the medical officer is inspecting the people on the deck the interpreter, shall be below looking around to see if there are any sick people hidden there. As you have moved no resolution on the question of the medical inspection of vessels—for I take it there are two distinct questions before us—I beg to move—'That the report of the Health Officer of the Port, together with the minutes of members, be forwarded to the Colonial Secretary for the information of His Excellency the Governor.' 'That resolution does not pledge the Board to any further decision. On the 8th April last the Board passed a resolution in reference to quarantine regulations. The resolution was proposed by the late President, seconded by the only unofficial member of the Board, Mr Ede, and supported by the late Colonial Surgeon, so that presumably there was some good reason for such a resolution, and sooner than interfere with it I move the resolution I have just read out. Then in regard to the Venice Convention, you say you think this Government may adopt the convention, but that they cannot adopt it in regard to the surveillance or observation. In that case I do not see how the Government can adopt the convention when the convention clearly lays down that certain procedures, namely observation or surveillance of persons from plague infected ports, is to be carried out, and you say these cannot be done. It seems to me deplorable that the Sanitary Authority of an enlightened British colony should confess inability to subscribe to a sanitary convention recommended by our own Government and adopted by every one of the European powers—eighteen in all—some of whom are certainly not supposed to be so enlightened in sanitary matters as ourselves. It should be remembered that that convention applies solely to plague, and it recommends that persons arriving from plague-infected ports should be subjected to one of two systems—either observation, which practically means detention in a boat or lazaretto for ten days, including the period of the voyage, or surveillance, which means that such persons [illegible] be followed there and a general supervision exercised over their movements. Great Britain has wisely decided to adopt the system of surveillance, as it does not interfere with shipping and practically protects the country from an outbreak of plague. Each of the countries subscribing to the convention may impose certain additional restrictions, and in such a colony as this, surrounded as we are by Asiatics, I have thought that an additional restriction in the way of a guarantee would be of great advantage, as the sanitary authorities will then be acquainted with their movements for the necessary period of ten days. I think, Sir, that the result of such a regulation as that would be that, instead of having, as the Health Officer of the Port tells us, hundreds of destitute coolies arriving in the colony from plague-infected ports, we should have a few respectable Chinese and those respectable Chinese could be supervised. If we only look at the alternative we can see the advantage of this system. The alternative, which I am in favour of if anything better is not adopted, is the total prohibition of immigration from plague-infected ports. The Captain Superintendent of Police is a strong advocate of such a prohibition, and he will doubtless support me in this if the other fails. It is a matter for the shipping firms to decide whether they prefer that we should prevent all communication with infected ports or allow all those to come here who are prepared to furnish the necessary guarantee. I submit that if we demand this guarantee in the case of plague-infected ports we shall have in the place of hundreds of destitute coolies a few respectable Chinese, and over those we can exercise sufficient surveillance. I therefore beg to move:—(1) 'That the Board beg to recommend the Government to become a party to the Venice Convention of 1897 in compliance with the advice contained in the letter of the Secretary of State for the Colonies.' (2) 'That the Board are of opinion that the scheme of medical surveillance of all persons landing in this colony from any port which has been proclaimed infected in accordance with Quarantine Regulation No. 1, and the provision of guarantees by all such persons as are of Asiatic or African nationality, is a practicable one, and beg to recommend its adoption by the Government in the manner suggested by the Medical Officer of Health.'

Mr Chatham—These subjects are closely allied, no doubt, because without medical inspection of vessels it would be impossible for this colony to subscribe to the convention and to become members of the convention. Therefore the one holds very largely on the other, and I must say that it appears to me there would be very considerable difficulties attending it in the matter of expense, because I do not think myself that a staff of three medical officers could possibly look after the whole of the work. I think that with the long hours during which ships arrive and the climate that we have here during a considerable portion of the year, it would be physically impossible for these men to perform their duties through these long hours. However, I think it is our duty as the sanitary authority of this colony to do all in our power to take every step we can towards preventing the outbreak of any serious disease, and therefore I beg to second the motions proposed by the Medical Officer of Health.

Dr Atkinson—I think you are mistaken in understanding that the convention refers to the medical inspection of all shipping. The convention deals with only one disease, namely, plague, and it only refers to cases arriving from ports in Europe.

Dr Clark—The convention already applies to the Straits Settlements, and I think that would not be the case if it only applied to European ports.

Dr Atkinson—You misunderstand me. I was simply referring to the statement that Mr Chatham made that of necessity the two questions were intimately united, and one could not refer to one without the other.

Mr Chatham—Mr President, I certainly was under that impression.

Dr Clark—That of course refers to the general medical inspection of vessels. The Board has already got a resolution on that; I do not see anything further is needed. If this Government adopts the Convention they must be prepared either to put into force medical inspection or medical surveillance of all persons from infected ports. I submit we should certainly do that if the Board practically recommend the Government to adopt this Convention; why there should be any difference between the Straits and ourselves I do not know, but as we have been given the option I do not think we can do better than follow the lead of the eighteen European Powers, of which Great Britain is one, and in order that that Convention may be carried out my second resolution was proposed. When a port has been declared by the Government to be plague-infected, that no Chinese may come from that port unless he can give a guarantee where he can be found within ten days. It is a very reasonable proposition, and it is no great hardship to demand such a guarantee. If we do not have that, we shall simply have the Colony overrun with plague-infected persons and we shall never stand free of plague.

The President—There is just one or two remarks I would like to make before proposing an amendment. With reference to the inspection of shipping it is the duty of the captain of any vessel, in accordance with regulations, to proceed to the quarantine anchorage.

Dr Clark—But he does not do it, sir. He cannot be prosecuted because it cannot be proved that he has a knowledge of infectious diseases.

Dr Atkinson—Therefore I do not think it is any good recommending action by the Government that cannot be followed up. It is no good recommending the Government to carry out the recommendations of the Venice conference because there is no quarantine station here where we can keep 500 or 600 people for ten days. The alternative system of surveillance is, I think, an impracticable one, and I move as an amendment—'That a letter be addressed to the Colonial Secretary advising that (*a*) the medical inspection of the shipping in this colony be carried on as at present, but that, to bring the practice here more into accord with that at home, Part 2 of the Regulations issued by the Local Government Board be incorporated, as far as practicable, into the present Quarantine Regulations, an officer of Police or of the Harbour Department being substituted for an officer of Customs. (*b*). To prevent any unnecessary delay in the signing of bills of health, examination of emigrants to America and Singapore, Dr Jordan's assistant be appointed Deputy Health Officer during such time as he is his assistant. (*c*) The next incumbent of the post of the Health Officer of the Port to devote the whole of his time to the duties of the post.'

Mr Chatham—Are junks boarded?

Dr Atkinson—I think the junks are all boarded by an official from the Harbour Department.

Dr Clark—Yes, they are all boarded, but not before they communicate with the shore. I do not think it is practicable myself—at least it is practicable by increasing the staff. I am content with that, Sir, if you say that every vessel entering the harbour shall be boarded by somebody and a declaration given by an officer before the ship communicates with the shore. That is done at home and it works very satisfactorily.

Dr Atkinson—If you agree to this amendment, Dr Clark, will you withdraw your original motion? I am quite willing for the minutes and the whole of the correspondence to be forwarded to the Government.

Dr Clark—I would sooner the Government should be given the option. The Board, I think, might offer the Government the alternative and leave it for the Government's decision. If they like, the Chamber of Commerce might decide which of the alternatives are preferable.

Dr Atkinson then read his amendments.

Mr May—I beg to second your amendment, and in doing so I would say that I do not think any necessity has been shown for any such radical change in the medical inspection of vessels arriving in the port as has been suggested in the original resolution. The great point about the practice at home is undoubtedly the surveillance, which of course presents an enormous difficulty here, and Dr Clark has suggested that it might be got over by a system of guarantee. In the first place, as you have pointed out, the enormous number of passengers arriving in this colony renders the putting into effect of that system of guarantee one of enormous difficulty. I do not believe that it could be successfully coped with myself, but in any case I think it has escaped Dr Clark's attention that the guarantee system could be very easily avoided. It could be put into effect only against an infected port. Take the port of Swatow, against which we issued a proclamation only this year. What was the result? The coolies went from there to Canton, transhipped, and came on here by the Canton steamer and laughed up their sleeves at the Hongkong Government and the proclamation. If you were to endeavour to enforce the guarantee system against Swatow, they would do the same thing and escape. Therefore I do not think the system would work just in the same manner as I have had to confess myself—although I was in favour of prohibiting emigration from Swatow—that the Chinaman very often does beat me. Therefore, I beg to second your resolution. I think, with some slight matters which you have suggested, that the existing system of medical inspection is good enough for Hongkong for some time to come.

Dr Atkinson and Mr May voted for the amendment, and the proposer and seconder of the resolution voted for it. Dr Atkinson gave his casting vote in favour of the amendment.

Dr Clark's first resolution that the report of the Health Officer of the Port, and the minutes of members attached, be sent to the Colonial Secretary, was carried.

Dr Atkinson—With reference to the Venice Convention I think it was understood that probably some of the colonies might not adhere to it, because in the Secretary of State's letter he said Her Majesty's Government had agreed that the convention shall, after ratification, apply at once to India and the Straits Settlements, but not to any other British colony or possession, unless its adhesion is notified to the Italian Government within a year from the date of ratification. The Government hoped, however, that the colonies generally would adhere to the convention. As the local conditions are such that it is impracticable for a system of surveillance to be carried on, I propose—'That a letter be addressed to the Colonial Secretary advising the Government that this colony cannot adhere in its entirety with the convention as there is no quarantine station here where passengers and crews of infected ships can be kept under "observation," and that the alternative "surveillance" is impracticable here owing to local conditions and the great numbers of the coolie traffic.'

Mr May—I beg to second.

The mover and seconder voted for the motion, which was carried by the casting vote of the President.

NEWS BY THE AUSTRALIAN MAIL.

SHIPPING DISASTER.—LOSS OF LIFE.

Adelaide, Aug. 2.—The steamer *Tasmania* has been totally wrecked while proceeding on a voyage from Auckland to Wellington, eleven persons being drowned. The vessel struck a rock near Table Cape, Gisborne and Napier. The rest of the passengers and crew were saved in boats. A diver is at present engaged trying to recover mails.

£100 FOR A CHINAMAN.

Sydney, July 13.—Owing to a Chinaman being missing from the steamer *Airlie* when she was leaving Sydney, the agents had to pay £100 poll tax.

SWIMMING.

London, July 26.—Percy Cavill, of Sydney, has won the 500 metres international swimming race at Brussels.

CUSTOMS SEIZURE.

Townsville, July 29.—The Customs officers at Townsville have seized a large quantity of cigars, tobacco, and spirits on board the steamer *Guthrie* at Townsville.

BISLEY.

Adelaide, July 22.—The Victorian, New Zealand, and Queensland military representatives now in England have been competing for the Queen's prize at Bisley. Some excellent scores were made, a number of minor prizes being won by the colonials. Mitchell, a Queenslander, won the *Daily Graphic's* prize to all-comers, making the highest possible score.

London, July 22.—In the shooting for the second stage of the Queen's Prize at Bisley some close scoring took place. Sergeant Scott, of the Border Rifles, was the highest scorer, with 151.

July 23.—Sergeant Scott has won the silver medal in the Queen's Prize competition with an aggregate score of 219 in the first and second stages.

London, July 25.—Private Ward, of the 1st Devonshire Regiment, won the Queen's Prize, with an aggregate score of 304 out of a total possible of 330 in the three stages. The second place in the Queen's Prize was taken by Lieut. Thompson, of the Queen's Edinburgh Regiment, with a score of 302; and Sergeant Scott, of the Border Rifles, who also scored 302, was third.

London, July 28.—The Queenslanders competing at Bisley have won £83 in prizes.

DOCTORS EXPELLED FROM THE B. M. A.

Adelaide, Aug. 2.—The British Medical Association has confirmed the resolution abolishing the membership of Drs Napier and Smith, of the Adelaide Hospital.

EXECUTION OF BUTLER.

Sydney, June 15.—Butler was executed at Sydney this morning without any hitch, death being instantaneous. The murderer appeared firm, and walked steadily to the scaffold, though he was fearfully white and evidently feeling his position very keenly. He was attended at the last by the Rev. George Lane, Wesleyan Methodist minister, who repeated prayers as the procession moved scaffoldwards. Butler in reply to a question, stated that he had nothing further to say in addition to what he had already told the gaol authorities, and he let the executioner understand that he wished the matter to be done as quickly as possible. When the rope was adjusted he said, 'Let her go.' There was scarcely any movement of the rope when the body fell suspended. [illegible]

RETURN OF THE JUBILEE CONTINGENT.

INTERVIEW WITH INDIAN SERGEANTS.

The Indian and Chinese members of the Hongkong Police Force, who represented the Colony at the Record Reign Celebrations in London, returned by the P. and O. steamer *Japan*. The contingent marched up to the Central Police Station, and after having reported their arrival were dismissed and are now enjoying two days' respite from duty, during which they will no doubt be busily engaged recounting their adventures to friends in the Colony. With a view of gathering some information as to how the men enjoyed their trip, our reporter had a chat with two of the Indian sergeants of the detachment at the Police barracks. Both men are immensely pleased with their visit to England, and are overflowing with gratitude for the kind treatment they received on all hands. Sergeant Lall Singh, who acted as interpreter and orderly sergeant for the Hongkong Police and the Malay States Guides and Malay Armed Police, states that there were nothing but hurrahs and pocket hankerchiefs everywhere they went from the time they got off the steamer till their departure. They were of course greatly impressed with the magnitude of London, but Lall says he was more struck with the cleanliness of the city considering the huge crowds frequenting the streets. It was with some misgivings they first entered into conversation with people at home, but before they left for Hongkong they were quite at home in the metropolis, and many of the detachment had so far improved in their English they were conversing quite freely. The Hongkong contingent were more adept in picking up the language than the other foreign contingents. Deputy Superintendent Badeley was exceedingly attentive, and they were taken to the theatres, music halls, Madame Tassaud's and other places too numerous to mention. Her Majesty the Queen was a wonderful woman, old, but very pretty, and they saw Her Majesty on several occasions. At Buckingham Palace they were each presented with the bronze commemoration medal with the white and blue ribbon. At Windsor when the various contingents were presented to the Queen, Lall Singh was in charge of the Chinese. One man from each detachment was presented to the Queen. P. C. Kalla Singh (559) represented the Indians; Chinese constable Ho Hang (137) represented the Chinese, and Sergeant Robertson (79) represented the Europeans. P. C. Kalla Singh had marched under Lord Roberts, and the detachment was immensely pleased with the address by Lord Roberts, after the march past. Two old officers of the Police visited the men at Chelsea Barracks—Captain Deane and Inspector Perry, and both had long conversations with the men. Sergeant Lall Singh states the detachment were exceptionally well behaved during their stay in England and mentioned that Colonel Iver Herbert, C.B., C.M.G., of Chelsea, had asked him to interpret to the Police that he was very much pleased with their conduct; no complaints had been made about them, and he hoped they would come back again to the next Jubilee. The men were also greatly impressed with the naval demonstration at Spithead, and were much interested in the Polo match which was got up for the Colonial visitors. The Sergeant said they were loth to leave London, saying they enjoyed themselves so much that they could spend all their lives there. However, they had to return to duty, and at 10.15 on the morning of July 15 they left London in the *Japan* amid cheers. The detachment was in charge of Lieutenant-Colonel R. S. F. Walker, C.M.G., of Perak, who before leaving the vessel at Penang gave Lall Singh a testimonial of which he is justly proud. The testimonial is to the effect that Havildar Lall Singh, of the Hongkong Police, voluntarily officiated as orderly sergeant to the detachments of Malay States Guides and Malay Armed Police during the time they were quartered at Chelsea Barracks for the Jubilee Celebrations, his excellent knowledge of English enabling him to take down the daily orders during the passage home and out. Havildar Lall Singh had on several occasions been most useful, enterprising and he had always done it most willingly, and Colonel Walker had also noticed the very excellent way he had looked after his men on the return journey. From Penang Captain Leigh, of the *Japan*, was in charge of the men, who were in command of the Havildar, and the whole detachment are profuse in their thanks for the kindness bestowed upon them by the Captain. The men have brought back with them a number of souvenirs of their trip and were also supplied with a number of books.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

ON the 12th inst. (says the *N.-C. Daily News*) three German residents rowed across to Pootung with the intention of having a swim. After they had finished bathing they started back at about 10 o'clock, but on the return journey their boat got foul of one of Messrs Boyd & Co.'s pontoons, with the result that all three were thrown into the water. They fortunately managed to hang on to the mooring chains of the pontoon, and two of Messrs Boyd's foreign employees who happened to be at hand, came to their assistance, and with the help of some steam-launch *laodahs*, rescued them from their unfortunate predicament, though one of them was greatly exhausted when dragged out of the water.

THE Peking correspondent of the *Mercury* writes:—Those interested in British enterprise, in connection with railway extensions in the North, will be delighted to learn that H. E. Hu, the popular pro-English director, has been appointed by the Emperor to undertake the construction of the new lines, extending from Shanhaikwan to Kirin and Moukden. This announcement has not been officially recorded in the native papers; the news has been received privately, and can be taken as quite authentic; the enterprising engineer-in-chief, Mr Kinder, is expected here in a few days, to accompany H. E. Hu over the lines already in operation to Shanhaikwan, where no doubt preliminaries will be discussed prior to the great undertaking.

NEW Piano and Organ Repairing Material and Machinery just to hand; also the latest Music. W. Robinson & Co.

REWARD.—[illegible]

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Melpomene* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., whence delivery may be obtained.

This Vessel brings on Cargo:—

From VENICE, ex s.s. *Iris*, transhipped at TRIESTE.

Optional Cargo will be discharged here unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON ON THE 26TH INSTANT, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th Instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & Co.,
Agents.

Hongkong, August 19, 1897. 1646

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 21st August, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, August 19, 1897. 1645

'GLEN' LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship *Glenfarg* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon p.m. TO-MORROW.

Cargo remaining undelivered after the 23rd Instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 30th Instant, otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th August, at 11 a.m.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 16, 1897. 1633

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *CANDIA*.

FROM ANTWERP, LONDON, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

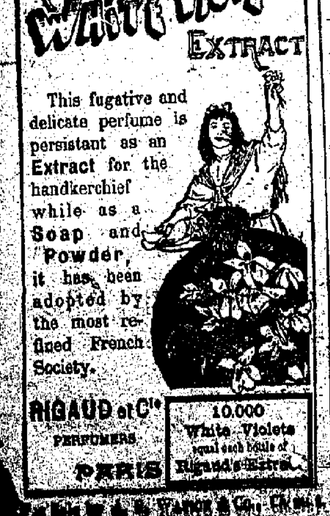
Goods not cleared by the 23rd Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, August 17, 1897. 1635

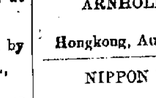


Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.



The Co.'s steamship *Haimun*, Captain BATHURST, will be despatched for the above Ports TO-MORROW, the 21st Inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, August 20, 1896. 1651

'GLEN' LINE OF STEAM PACKETS

FOR LONDON *VIA* SUEZ CANAL.



The Steamship *Glenavon*, Captain PITHIE, will be despatched as above on or about SATURDAY, the 21st Instant.

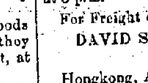
For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 6, 1897. 1554

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.



The Co.'s Steamship *Namoa*, Captain HALL, will be despatched for the above Ports on SUNDAY, the 22nd Instant, at Daylight.

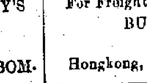
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, August 19, 1897. 1652

'SHELL' LINE OF STEAMERS.

FOR LONDON.



The Co.'s Steamship *Euplectella*, Captain MORRIS, will be despatched as above on SUNDAY, the 22nd Instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, August 19, 1897. 1567

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

FOR KOBE (DIRECT).



The Co.'s Steamship *Suzuki Maru*, Captain BAINBRIDGE, will be despatched as above on MONDAY, the 23rd Instant, at 4 p.m.

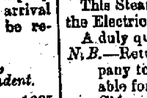
This Steamer is fitted with Superior Accommodation for First and Second-class Passengers, and is lighted by Electricity throughout.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, August 17, 1897. 1639

FOR SINGAPORE, PENANG AND CALCUTTA.



The Steamship *Lightning*, Captain J. G. SPENCE, will be despatched for the above Ports on TUESDAY, the 24th Inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, August 19, 1897. 1647

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.



The Co.'s Steamship *Deucalion*, Captain BRANCH, will be despatched on WEDNESDAY, the 25th Instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 12, 1897. 1602

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(*Calling at* PORT DARWIN *and* QUEENSLAND PORTS, *and taking through Cargo to* ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship



Airlie, Captain ELLIS, will be despatched for the above Ports on FRIDAY, the 27th Instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the China Navigation Company, and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, August 11, 1897. 1594

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

The Co.'s Steamship *Prometheus*, Captain DAY, will be despatched as above on SATURDAY, the 28th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 16, 1897. 1629

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

HEATHBANK, British barque, Capt. Jas. McKechnie.—Standard Oil Co.

ISAAC REED, American ship, Captain F. S. Waldo.—Standard Oil Co.

STINAWAY, British schooner, Captain H. Johnson.—Siemssen & Co.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.



The Co.'s Steamship *Hunan*, Captain FRAZIER, will be despatched as above on SATURDAY, the 21st Instant, at 2 p.m.

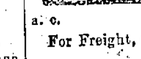
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 18, 1897. 1628

NOTICE TO SHIPPERS.

FOR NEW YORK *VIA* SUEZ CANAL.



The Steamship *Frey* will be despatched as above about 25th August, a. c.

For Freight, apply to

MELCHERS & Co.,
Agents.

Hongkong, August 10, 1897. 1440

'SHELL' LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.



The Co.'s Steamship *Nerite*, Captain DANIEL, will be despatched as above on THURSDAY, the 26th August.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

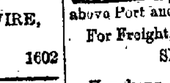
Hongkong, August 12, 1897. 1606

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, *VIA* SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.



The Co.'s Steamship *Hiogo Maru*, Captain H. WALTER, will be despatched as above on FRIDAY, the 27th Instant, at Noon.

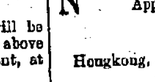
For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Hongkong, August 17, 1897. 1637

NOTICE TO SHIPPERS.

FOR NEW YORK *VIA* SUEZ CANAL.



The Steamship *Morven*, will be despatched as above, about 15th Sept., a. c.

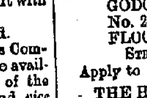
For Freight, apply to

MELCHERS & Co.,
Agents.

Hongkong, August 16, 1897. 1632

Sailing Vessels.

FOR NEW YORK.



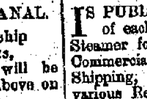
The 100 *A.I.* American Ship *Lanfear*, Captain STAHL, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, July 5, 1897. 1327

FOR SAN FRANCISCO.



The 100 *A.I.* British barque *Heathbank*, McKECHNIE, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, June 16, 1897. 1212

To Let.

TO LET.

NOS. 4 and 9, QUEEN'S GARDENS. Apply to

G. C. ANDERSON,
13, *Praya Central.*

Hongkong, April 30, 1897. 396

TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
GODOWNS in BLUE BUILDINGS.
No. 29, ELGIN STREET.
FLOORS in STAUNTON and ELGIN STREETS.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, July 22, 1897. 2185

WEEKLY NEWS FOR HOME.

The Overland China Mail,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Issue.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old-China hands at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, or their addresses being forwarded to the Office.

SUBSCRIPTION:

Per Annum,	$12.00,	postage,	$1.50
" Quarter,	3.00,	"	0.50
" Single Copy,	0.50.		

China Mail Office, Hongkong.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via A'oy, S'hai, N'saki, Kobe, Inland Sea, Yokohama & H'lulu)....	TUESDAY, August 24, at noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....	SATURDAY, Sept. 11, at noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'lulu)....	THURSDAY, Sept. 30, at noon.

THE U.S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, *vid* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value if same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 20, 1897. 1505

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	THURSDAY, Sept. 2, at noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu).	TUESDAY, Sept. 21, at noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....	SATURDAY, October 9, at noon.

THE Steamship *DORIC* will be despatched for SAN FRANCISCO, *vid* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 2nd September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 14 1897. 1604

Mails.



STEAM FOR,
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *KAISAR-I-HIND*, Captain S. BARGHAM, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 26th August, at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the Steamship *INDIA*, leaving that Port on the 18th September, for LONDON direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 13, 1897. 1617

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 1st September, at Noon, the Company's Steamship *SALAZIE*, Captain PAUL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without Transhipment.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st August. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 19, 1897. 1654

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, £17.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, £11.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Victoria....	3,107	Tuesday...	Sept. 7.
Olympia....	2,008	Tuesday...	Sept. 28.
Columbia....	2,005	Tuesday...	Oct. 19.
Tacoma.....	2,549	Tuesday...	Nov. 9.
Victoria....	6,167	Tuesday...	Nov. 30.
Olympia....	2, 08	Tuesday...	Dec. 21.

THE Steamship *VICTORIA*, Captain J. PANTON, R.N.R., sailing at Noon, on TUESDAY, the 7th September, will proceed to VICTORIA, (B.C.), and TACOMA (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

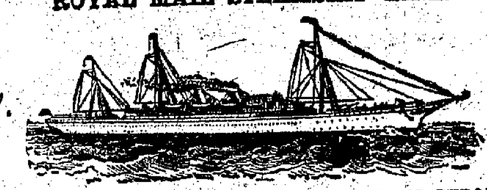
For farther information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, August 18, 1897. 1644

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA....Comdr. C. P. MARSHALL, R.N.R..WEDNESDAY, 1st Sept./97.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.... WEDNESDAY, 29th Sept./97.
EMPRESS OF CHINA ...Comdr. H. PYBUS, R.N.R.....WEDNESDAY, 27th Oct./97.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent*,
PEDDER STREET.

Hongkong, August 11, 1897. 1596

C. P. R. SUMMER TRIPS.

SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.

Commencing 1st May, and continuing through the Summer, Return Tickets can by purchased to Banff, including Berth in Sleeping Car and Meals on the Railway journey from Vancouver, at the equivalent of £60. The Ports of Call are SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP-OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate places in British Columbia to make excursions into the Rocky Mountains.

BANFF.—This popular resort, charmingly situated amongst the Peaks and Glaciers of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing its guests with all modern comforts and luxuries, also a steam-launch, rowing boats and canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable. 671

Intimations.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

For further Particulars, apply to

THE MANAGER,
New Victoria Hotel.

Hongkong, November 24, 1896. 725

THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. The DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two NEW BURROUGH and WATTS' TABLES) being added to the Hotel.

A French Chef having been engaged the Cuisine will be second to none.

☞ ROOMS FOR PRIVATE DINNERS. ☜

Entrances:—Ice House Lane, Queen's Road, and Duddell Street.

FREDERICK BISHOP,
Manager,
THOMAS' GRILL ROOM.

1968

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, September 3, 1896. 1786

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO BEARERS.

	$ c.		$ c.
Half hour . .	0.10	Three hours .	0.50
One hour . .	0.20	Six hours .	0.70

Day (6 a.m. to 8 p.m.) $1.

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . .	0.60	Six hours .	1.50
Three hours .	1.00	Day (6 to 6)	2.00

Jinrickshas.

(With single drives).

Quarter hour .	0.05	Hour . .	0.15
Half hour . .	0.10	Every subsequent hour	0.10

Note.—Victoria extends from Mount Davis to Causeway Bay and up to the top of Robinson Road. If the vehicle is discharged beyond these limits half fare extra is to be allowed for the return journey. Extra Bearer or driver and saree boys to be paid proportionate rates.

Money Orders.

[Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.]

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OFFICE.

Foreign Countries:—

Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonica.
Smyrna.	Panama.
Adrianople.	Tangier.
Beyrout.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
British Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn through the *London Post Office* are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, ...	6d.
" Exceeding £2 but not exceeding £5 . .	6d.
" " £5 " " £7 . .	9d.
" " £7 " " £10 . .	1s. 0d.

3.—The commission charged is as follows according to the currency the Order is drawn in:—

For sums not exceeding $5, $1.12 cts.
" " " $10 cts., $2.24 cts.; $15 cts., $3.36 cts.; $20 cts., $4.48 cts.; $25 cts., $5.60 cts.; $30 cts., $6.72 cts.; $35 cts., $7.84 cts.; $40 cts., $8.96 cts.; $45 cts., $10.08 cts.; $50 cts., $11.20 cts.

(4.) To be $10 or 20 rupees, 20 cts.; $15 or 30 rupees, 40 cts.; $20 or 40 rupees, 60 cts.; $30 or 60 rupees, 80 cts.; $40 or 80 rupees, $1.00; $50 or 100 rupees, $1.20 cts.; $60 or 120 rupees, $1.40 cts.

5.—No Order must exceed $100 or $200, nor must there, on India, Ceylon, Straits Settlements, Hongkong, or Japan Offices, be more than 5 Orders issued in favour of the same payee on the same day.

HONGKONG MARKET PRICES.

Corrected to Saturday, August 14, 1897.

At 1020 Cash per Dollar Mexican.

		Price. Highest. Cash.	Lowest. Cash.	Chinese Names.
Butcher Meat.				肉食
Bacon, English,	lb.	—	—	來路烟猪肉
,, Ame. Sugar cured	,,	320	—	花旗烟猪肉
,, Foochow,	,,	180	—	福州烟猪肉
,, Japan, cured	,,	180	—	日本烟猪肉
Beef, sirloin & prime cut.	catty	140	—	扁龍扒
,, Corned,	catty	140	—	鹹牛肉
,, Roast,	,,	130	—	燒牛肉
,, Soup,	,,	100	—	湯肉
,, Steak,	,,	120	—	牛肉趕
Bullock's Brains,	per set	60	50	牛腦
,, Tongue fresh,	each	250	—	牛脷
,, ,, corned	,,	310	—	鹹牛利
,, Head,	,,	600	—	牛頭
,, Heart,	,,	150	—	牛心
,, Hump, Salt	catty	140	—	牛肩
,, Feet,	each	60	50	牛蹄
,, Kidneys,	,,	50	—	牛腰
,, Tail,	,,	100	—	牛尾
,, Liver,	catty	70	—	牛肝
,, Tripe (undressed)	catty	60	50	牛肚
Calves Head and Feet,	set	500	—	牛仔頭腳
Hams, American,	lb.	320	—	花旗火腿
,, Chinese,	,,	240	—	金華火腿
,, English, New,	,,	440	—	來路火腿
,, Japan cured,	,,	240	—	日本火腿
,, Shanghai,	,,	180	—	上海火腿
Mutton Chop,	,,	160	—	羊脾骨
,, Leg,	,,	160	—	羊脷
,, Shoulder,	,,	120	—	羊手
Pigs' Chitlings,	catty	70	60	猪腸
,, Feet,	,,	110	—	猪蹄
,, Fry,	,,	160	—	猪雜
,, Head,	each	500	450	猪頭
,, Heart,	,,	50	40	猪心
,, Kidneys,	pair	70	—	猪腰
,, Liver,	lb.	160	—	猪肝
Pork, Chop,	catty	180	—	猪脾骨
,, Corned,	,,	—	—	鹹猪肉
,, Leg,	,,	190	—	猪脷
,, Fat or Lard,	,,	160	—	猪油
Sheeps' Head and Feet,	set	350	—	羊頭腳
,, Heart,	each	50	40	羊心
,, Kidneys,	,,	70	—	羊腰
,, Liver,	lb.	150	140	羊肝
Sucking Pigs,	each	$1.75	$1.25	猪仔
Suet, Beef,	lb.	110	—	生牛油
,, Mutton,	,,	100	—	生羊油
Veal,	catty	130	—	牛仔肉
Poultry.				生口
Chicken,	catty	220	—	鷄仔
Capons,	,,	260	—	閹鷄
Ducks,	,,	150	—	鴨
Doves,	each	140	—	鴿
Eggs, Hen	doz.	120	—	鷄蛋
,, Duck	,,	110	—	鴨蛋
Fowls,	catty	190	—	鷄
Geese,	,,	160	—	鵝
Hares,	each	—	—	兎仔
Musk Deer,	,,	—	—	麝鹿
Partridges,	,,	—	—	鷓鴣
Pigeons,	,,	150	—	白鴿
Pheasant,	brace	—	—	上綠山鷄
Rice Birds,	doz.	—	—	禾花雀
Quail	each	—	—	鶉鳥
Snipe,	,,	—	—	沙鷄
Turkeys, Cock,	catty	500	—	火鷄公
,, Hen,	,,	350	—	火鷄母
Teal,	each	—	—	水鴨
Wild Ducks,	pair	—	—	上海水鴨
Fish.				海鮮
Barbel,	catty	200	—	鯉魚
Bream,	,,	80	—	鯛魚
Bombay Ducks,	100 pieces	250	—	孟買魚
C'ton Fresh Water Fish,	catty	—	—	廣魚
Carp,	,,	80	—	鯉魚
Catfish,	,,	—	—	赤魚
Codfish, Salt,	,,	160	—	鹹魚
Crabs,	,,	80	—	蟹
Cuttle Fish,	,,	80	—	墨魚
Dab,	,,	80	—	比目魚
Dace,	,,	—	—	鯊魚
Dog Fish,	,,	—	—	鮫魚
Eels, Conger,	,,	—	—	海鰻
,, Fresh water,	,,	200	—	淡水鰻
Eels, Yellow,	,,	180	—	黃鰻
File Fish,	,,	—	—	剝皮魚
Frogs,	,,	250	—	田鷄
Fresh Fish,	,,	80	—	鮮魚
Garoupa,	,,	260	—	石班魚
Gudgeon,	,,	90	—	白哈魚
Gurnard,	,,	80	—	紅魚
Herrings,	,,	110	—	白魚
,, smoked	box	—	—	薰魚
Halibut,	catty	130	—	龍甲魚
Labrus,	,,	130	—	青衣魚
Loach,	,,	140	—	鰍魚
Lobsters,	,,	900	—	龍蝦
Mackerel,	,,	—	—	青魚
Mon Fish,	,,	—	—	鯧魚
Mullet,	,,	140	—	烏頭
Oysters,	,,	—	—	蠔
Perchfish,	,,	200	—	鱸魚
Perch,	,,	140	—	鯽魚
Pike,	catty	—	—	花鯉魚
Plaice,	,,	—	—	鞋魚
Pomfret, White	,,	160	—	白鯧
Pomfret, Black	,,	140	—	黑鯧
Prawns,	,,	250	—	明蝦
Ray,	,,	50	—	琵琶沙
Rock Fish,	,,	90	80	石狗公
Roach,	,,	—	—	鯊魚
Salmon, (Canton),	,,	220	—	馬友魚
Shark,	,,	50	—	鯊魚
Salt Fish,	,,	100	—	鹹魚
Skate,	,,	50	—	鰩魚
Shrimps,	,,	140	—	蝦
Snapper,	,,	220	—	立魚
Soles,	,,	180	—	龍沙魚
Tench,	,,	—	—	鯢魚
Turbot,	,,	140	—	左口魚
Turtles, small, fresh water,	,,	350	—	牌魚
Whiting,	catty	70	—	長魚
White Bait,	,,	90	—	鱭魚仔
Fruits.				菓子
Apples, (California),	catty	250	—	金山平菓
,, (Tientsin),	,,	100	—	天津平菓
,, (Japan),	,,	—	—	日本平菓
Bananas, fragrant,	,,	40	—	省藩香蕉
,, (brides),	,,	50	—	山香蕉
Chestnuts, Chinese,	,,	150	—	風栗
Carambola,	,,	120	—	楊桃
Cocoanuts,	each	50	—	椰子
Ground Nuts,	catty	90	—	花生
Grapes,	,,	170	—	鮮提子
Lemons, China,	,,	100	—	檸檬
,, Pool,	,,	—	—	結餅
Lichees, Dried,	,,	260	—	荔枝肉
,, Fresh,	,,	—	—	荔枝
Limes,	,,	—	—	柠檬
Mango, (Saigon),	each	—	—	多南芒菓
,, (Manila),	,,	—	—	呂宋芒
Mangosteen,	dozen	—	—	山竹子
Oranges, Sweet,	catty	—	—	新會甜橙
,, Green,	,,	50	—	青橙
,, Red,	,,	—	—	紅桔
Olives,	,,	—	—	白欖
Pine-apples,	each	60	—	本地菠蘿
Pears,	catty	60	—	沙梨
,, (Tientsin),	,,	300	—	天津雪梨
Plum, Red,	,,	80	—	紅李
Pumelo,	each	—	—	碌柚
,, (Siam),	catty	80	—	暹羅柚
Peach, (Sweet),	,,	—	—	蜜桃
Raisins, Muscatel,	,,	—	—	珠提子
,, Pudding,	,,	—	—	葡萄
Water Chesnuts, com.	,,	40	—	馬蹄
,, Mandarin,	,,	60	—	荸薺
Walnuts,	,,	130	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	—	—	上海丫洽竹
Beans, (French),	,,	—	—	饼豆
,, Long,	,,	50	—	豆角
Beet Root,	each	20	—	紅菜頭
Brinjals, Green,	catty	30	—	青茄子
,, Red,	,,	30	—	紅茄
Brassica,	,,	30	—	白菜
Bamboo Shoots,	,,	80	—	筍
Cabbage, Chinese com.	,,	30	—	芥菜
Cabbage,	each	100	—	椰菜
Cauliflower,	,,	—	—	椰菜花
Carrots,	catty	80	—	金笋
Celery, Chinese,	,,	150	—	唐芹菜
,, English,	,,	—	—	洋芹菜
Chillies Dried,	,,	130	—	辣椒
,, Red,	,,	60	—	紅辣椒
Curry Stuff, English,	,,	60	—	咖喱精
Cucumbers,	,,	40	—	青瓜
Bitter Squash,	,,	30	—	苦瓜
Garlic,	,,	40	—	蒜頭
Ginger, young,	,,	60	—	嫩子薑
Horse Radish, S'hai,	,,	120	—	辣根
Indian Corn,	piece	30	—	番米
Lettuce, (English),	each	10	—	洋生菜
Mushrooms, Fresh,	catty	—	—	生草菇
Onions, Bombay,	,,	6	—	洋蔥頭
,, Green,	,,	30	—	生蔥
,, Shanghai,	,,	50	—	上海葱頭
,, Japan,	,,	40	—	日本葱頭
Okroes,	,,	70	—	毛燕
Parsley, English,	bundle	10	—	洋荽仔
Potatoes, Sweet,	catty	20	—	番薯仔
,, Shanghai,	,,	30	—	上海番薯仔
,, Japan,	,,	—	—	日本番薯仔
,, American,	,,	—	—	花旗番薯仔
,, Foochow,	,,	—	—	福州番薯仔
,, Macao,	,,	30	—	澳門番薯仔
Pumpkin,	,,	20	—	金瓜
Pursline,	,,	6	4	洋仔菜
Papaw,	,,	25	20	木瓜
Radish,	dozen	80	—	紅蘿白仔
Rice, best quality, per picul,		$4.50		上白米
,, Common ,, ,,		$4.10		中白米
Shalots,	catty	60	—	蔥頭
Spinage, (Chinese)	,,	—	—	菜蘇
Spinach,	,,	80	—	菠菜
Snake Gourd,	,,	40	—	蛇瓜
Tomatoes,	,,	50	—	番茄
Taro,	,,	20	15	芋頭
Turnips, Punti, (Long),	,,	30	—	白蘿蔔
Vegetable Marrow,	,,	20	—	節瓜
,, ,, (Long),	,,	—	—	長節瓜
Water Cresses,	,,	80	—	西洋菜

WM. MACDONALD,
Assistant Inspector of Markets.

NOT EVEN IF IT COST TWENTY SHILLINGS.

A NOTABLE percentage—about one-third, I think—of the power of a steam engine is used up in overcoming the friction of its own parts. Hence inventors are constantly testing devices to reduce friction. Yet they can never overcome it; and the resistance created by it represents power (and hence expense also) absolutely lost.

Now, the human body is a machine propelled by heat, exactly as an engine is; and anything that retards it may be considered as friction. Very good, then.

You have noticed great differences in your own vigour. Some days you work easily, and on others with difficulty. This is so whether you are chiefly a muscle-worker or a brain-worker; or a mixture of both—as most people are. Occasionally you are able to do more work in a day than at other times you can do in three. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What! wouldn't lawyers, authors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could retail the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it you in a minute—for nothing.

First, however, we will talk of Mr J. B. Goss and the friction he tried so long to overcome. Mr Goss is a large farmer living at Stradsett, near Downham Market, Norfolk, and is well known in his district. When the farmers meet on market days he often speaks of his experience and how he came out of it.

In order to cover it all he has to go back fifteen years—to about 1878. At that time he began to feel the signs of some disease which he could neither account for nor understand. At first he merely realised that he was out of condition. His work became less and less a pleasure and more and more a task. From his business his thoughts turned upon himself, and no man can work well in that form. Then he and his victuals began to disagree, which is a state of things to make a man ask what can the reason be?

He had a well-provided table, of course; yet he often sat down to his meals and couldn't touch a morsel. Mr Goss knew that this would never do. If a man expects to live, he *must* eat. There are no two ways about that. So he ate more or less—although not much—without the stimulus of an appetite; he forced it down, as you may say. But this wouldn't do either. When the stomach goes on strike it can't be *whipped* into working before the question at issue is properly settled.

Thus it ended in his having great pain and tightness at his sides and chest. 'I was constantly belching up a sour fluid,' he says, 'which ran out of my mouth like vinegar. I had a horrible sensation at the stomach for which I was not able to find any relief. For nights together I could get no sleep; and in this general condition *I continued for five years*, no medicine or medical treatment doing more than to abate some of the worst symptoms for the time being.

'In the early part of 1893 I heard of a medicine which was said to do good in cases like mine. Whether it would help me of course I had no idea. After so many things have failed, one naturally has no faith in a new one. Yet I got a supply and began with it. In a short time it was plain that I had come upon the real remedy at last. My food agreed with me, and soon all pain and distress gradually left me. Since then (now ten years ago) I have kept in the best of health. If I, or any of my family all anything, a dose of Mother Seigle's Curative Syrup—the medicine that cured me—soon sets us right. We have no need of a doctor. (Signed) J. B. Goss, March 24th, 1893.'

Mr Goss once said that if Seigel's Syrup cost 20s. a bottle he would not be without it in his house. We can easily believe him. Considering what it did for him—and does for others—it would be cheap at any price. Yet, like plenty of things of the highest practical value, it costs but little. The reader can imagine under what difficulty and friction Mr Goss must have done what work he did during those five years' suffering with indigestion and dyspepsia.

This than, we know, that life's friction and loss of power come chiefly from that single disease, and that ease arises from the use of Mother Seigel's great discovery.

THE KOLAPORE CUP.

Bisley Camp, Friday, 10 a.m.—Beautiful weather again prevails, and it threatens to prove almost as hot as it was yesterday. There are half a dozen events of interest upon the programme to-day, of which the chief is, of course, the Kolapore Cup.

There was scarcely a breath of wind when shooting commenced in the Kolapore at nine o'clock gunfire. This team competition shot at 200, 500, and 600 yards, seven shots at each distance. The opening shoots at 200 yards are just being completed.

10.30 a.m.—For the Kalapore Cup all the ten teams that originally entered have come forward. The Mother Country team is equally composed of English and Scottish Volunteers, the latter being exclusively Lanark men. The average of the scoring at 200 yards has been pronouncedly high, and at present, at any rate, the match has the appearance of being a very open one. India and Queensland, however, scarcely appear to be holding their ground with the leading teams. Victoria and New Zealand lead so far, the Mother Country being nine points behind Victoria.

Noon.—The four sets of teams which are carrying on the chief portion of to-day's shooting have just completed the firing at 500 yards. Much interest has been excited in camp by the fact that at present Victoria and New Zealand tie for the first place in the Kolapore Cup contest, while the Mother Country team is 8 points behind. The Cape is fourth, and Canada fifth, and the keenest interest will be manifested in the struggle at the final range just now commenced, at 600 yards, between Victoria and New Zealand, each standing with an aggregate of 512, and the Mother Country, which has now scored 504.

1 p.m.—Amid a scene of great enthusiasm, Victoria won the Kolapore Cup with a total of 751, as against the 748 scored by New Zealand. The New Zealanders had nine points to make to win with their last two shots, this rendered the finish of the match very exciting. The score made by the Victorian rifle team establishes a record for the cup, being an average of 93.87 per man.—*Globe*, July 16.

INFERITIES IN THE BLOOD.—'We have seen hosts of letters from people who have received great benefit from the use of Clarke's Blood Mixture. It cannot be too highly estimated, for it cleanses and clears the blood from all impurities.' This is a good testimonial from the *Family Doctor*, which goes on further to say: 'It is the finest Blood Purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally.' For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

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ROBERT BURNS IN OTHER TONGUES.

The following amusing review appeared in *The World*:—

We have spent an hour of pure delight over *Robert Burns in other Tongues*, a collection of translations which Mr W. Jacks has edited, and Messrs Maclehose & Sons have published. To the average Englishman, Burns at his best is pretty stiff reading. To the average foreigner, with a moderate knowledge of English, he is probably as unintelligible as a cuneiform inscription. But there are brave men in every nation, men who will take their reputations in their hands; and eighteen languages have representatives who have the courage to tackle Burns, and turn his most recondite lyrics into other tongues. Some of these we are unable to criticise. We are not expert at African, Dutch, and Russian. To us Czech is as unknown as Aztec, and we can only say that 'Jak-stare lasky zapomnit' seems sufficiently jovial as a Bohemian rendering of 'Should auld acquaintance be forgot.' As might be expected, the Germans, who translate everything, have not overlooked Burns; and their renderings are marked by the diligence and conscientiousness which are characteristic of that nation of scholars. But now and then Burns is too much for them. He eludes them with

'The nappy reeks wi' mantling ream,'

which no genuine son of Scotland will recognise in the form

'Ein warmes Bier dampft auf dem Tisch.'

And he fairly beats them all with his 'halesome parritch,' which they take to be a misspelt partridge, and translate into 'Rebhuhn.' As a rule, the French translators are correct, quite excruciatingly correct. This, for example, is how M. Angellier renders the line in 'Whistle and I'll come to you, my Lad':

'And come na unless the back yett be ajee.'

'Et ne viens pas à moi à moins que la porte de derrière ne soit entr'ouverte.'

He has pinned every single word, and there it is in French. But somehow it does not read like poetry. No one has managed to make much out of 'John Anderson my jo, John.' The French can do nothing better than 'John Anderson mon amoureux, John,' while the Czech 'Muj Jene Andersene' looks like a shirking of the fence. The Swiss-German, with his 'courtly foreign grace,' atones for his linguistic defects by his politeness in addressing his translation of a well-known poem 'A Mis Mary im Himmel.' How are you to turn into French—

'But, fare you weel, auld Nickie-ben?'

Doubtless 'Allons, bonsoir, vieux Nick,' is in a measure a translation, but it is scarcely an equivalent. It misses something or other, and hits something quite different. Of course the phrase is absolutely untranslatable. Nevertheless we fancy something better might have been made of 'Should auld acquaintance be forgot,' which the French translator renders

'Est-ce que notre ancienne liaison s'oublierait?'

But then the French are—well, so very French. Mr Jacks, as we have already implied, has not spared any effort to complete his polyglot Burns. He has even obtained Burns in Latin. There is, of course, nothing that the skilled scholar cannot force into classic verse. But Mr Jacks has not been happy in his search. No doubt 'For a' that' presents its difficulties. But the opening lines as rendered by Mr Leighton are neither Burns nor Latin.

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'SHE has such true, honest eyes.' But the One-Who-Always-Kicked must needs interject: 'Granted; but her teeth are false.'

CHINA COAST METEOROLOGICAL REGISTER.

August 19th.—AT 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Wind. direction.	Wind. force.	Weather.	Rain.
Wl'oostock	29.68	80	—	—	0	b	—
Tokio	29.82	—	—	S	6	—	—
Kochi	29.83	—	—	SE	2	—	—
Nagasaki	29.87	—	—	SW	4	—	—
Kagoshima	29.87	—	—	SW	4	—	—
Gutzlaff	29.77	88	76	S	2	cv	—
Sharp Pk.	29.75	86	80	E	2	b	—
Amoy	29.76	88	80	SE	3	b	—
Swatow	29.75	89	—	W	1	b	—
Canton	29.71	87	80	NE	2	o	—
Hongkong	29.78	82	82	—	0	o	—
Vict. Peak	—	—	—	SSW	4	—	—
Gap Rock	29.78	—	—	S	3	—	—
Macao	29.78	84	—	SSW	1	c	—
Haiphong	29.73	83	89	—	0	o	—
Bolinao	29.73	86	70	NW	1	o	—
Manila	29.76	81	92	SSW	1	op	—
U.S. James	—	—	—	SW	2	b	—

August 20th.—AT 10 A.M.

Wl'oostock	29.78	66	90	—	0	b	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Gutzlaff	29.85	85	83	S	3	cv	—
Sharp Pk.	29.81	84	75	SNW	1	b	—
Amoy	29.85	88	83	NE	3	o	—
Swatow	29.86	84	—	E	1	b	—
Canton	29.82	80	87	—	0	o	—
Hongkong	29.85	85	76	—	0	o	—
Vict. Peak	—	—	—	—	0	—	—
Gap Rock	29.81	—	—	SSW	2	—	—
Macao	29.84	85	—	E	1	o	—
Haiphong	29.78	83	82	—	0	b	—
Bolinao	29.84	79	91	SE	2	or	—
Manila	29.86	82	77	SW	2	o	—
U.S. James	—	—	—	SW	2	o	—

F. G. FIGG, *Acting Director.*

Hongkong Observatory, August 20th, 1897.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort scale.
6. STATE OF WEATHER, *b* blue sky, *c* detached clouds, *d* drizzling rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility of less than 1 mile.

Rain in inches, tenths and hundredths.

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SOUTH ISLAND, NEW ZEALAND.

HOW IT CAME UNDER THE CROWN.

Mr H. J. Marshall, late of H.M.S. *Calliope*, in an interesting letter to the *Daily Graphic* points out the manner in which South Island, New Zealand, came under British authority. He says it is reputed to have been one of the smartest things ever done by the British Navy, and he gives the following version of the affair, which was current in New Zealand in 1851:—The *Britomart* was lying in Sydney Harbour refitting, with lower yards and topmast on deck when a French corvette or frigate arrived too late in the evening for the captains to exchange calls which was done next morning. While the Frenchman's boat was alongside the brig a Guernseyman discoursed with the boat's crew, and among other things asked for an explanation of the appearance of women's clothes trieed up on the clothes' lines of the Frenchman. 'Oh,' says Monsieur, 'we are carrying emigrants.' 'Ah! is that so, and where to, pray?' 'To a place called Akaroa, I believe, in New Zealand.' 'Ah! that is interesting, may you have a good voyage,' and so the subject dropped, but the Guernseyman reported the matter to the officer of the watch, and he to the Captain. The Frenchman sailed in due course—leaving the brig at anchor stripped—and by-and-by arrived at Akaroa, to find the brig there before him, and Captain Stanley camped ashore, with the British flag hoisted, having called at Auckland on his way, it is presumed for orders to take possession from Captain Hobson, the then Governor of New Zealand. Mr Marshall adds, the Frenchman's provisions and water had run out, and he had no alternative but to land his emigrants under the British flag, where I found them perfectly contented and happy 11 years afterwards.

[This will remind many of the neat way in which a British naval commander forestalled a French captain in taking possession of the island of Perim at the mouth of the Red Sea.]

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The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 3 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

21st to 27th August.

			High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
			h. m.	ft. in.	h. m.	ft. in.
Sat.	21	m	2 28	8 10	8 30	0 7
		e	Moderate	Light	Nor'erly	Variable
Sun.	22	m	3 5	8 11	9 0	0 8
		e	No Interest	Light	Nor'erly	Variable
Mon.	23	m	3 43	8 8	9 30	0 9
		e	No Interest	Light	Nor'erly	Variable
Tues.	24	m	4 21	8 3	10 0	1 0
		e	No Interest	Light	Nor'erly	Variable
Wed.	25	m	4 58	7 8	10 30	1 3
		e				
Thurs	26	m	5 36	7 2	11 0	1 6
		e				
Fri.	27	m	6 14	6 8	11 30	1 9
		e				

m Morning Tides. e Evening Tides.

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Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

LIST OF EXCHANGE SUBSCRIBERS.

No. A
129.—Aberdeen, Paper Mills Office.
130.—Aberdeen, Paper Mills.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.

B
147.—Babington, A., Residence.
187.—Bailey's Engineering Agency.
158.—Beck, J. M., Residence.
143.—Bell Asbestos Co.
172.—Benjamin S. S., Residence.
148.—Benjamin, Kelly & Potts.
70.—Beurmann C., Residence.
66.—Blackhead & Co.
139.—Blackhead & Co., Soap Factory, San-ki-wan.
65.—Blackhead, F., Residence.
13.—Boening, G. D. Residence.
96.—Bradley & Co.
154.—Brick Co., Deep Water Bay.
122.—Burnie, & Goddard Capts.
39.—Butterfield & Swire, Peak Residence.
36A.— Do. do. Quarry Bay.
18.— Do. do. Shipping Office.
36.— Do. do. Sugar Office.

C
75.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
126.—Canton Insurance Co.
133.—Carlowitz & Co.
111.—Carmichael & Co.
134.—Carmichael H. F., Residence.
152.—Chai On Insurance Co.
128.—Chan Choy, Residence.
22.—'China Mail' Office.
180.—China Merchants Office.
180A.— do. Godown.
72.—China Sugar Refinery, East Point.
71.— Do. do. Town Office.
160—Chow Tung Shang, Residence.
183.—Cobbold, Rev. R. F., Residence.
168.—Colonial Secretary's Office.
83.—Commodore's Residence, Peak.
153.—Com. Union Assurance Co.
87.—Compradore, D. Lapraik & Co., Office.
88.— Do. do., Residence.
78.—Cousins, J. B., Office.

CLUBS.
140.—Club Germania.
11.—Club, Hongkong.
116.—Do. Lusitano.
10.—Do. Peak.

D
12.—'Daily Press' Office.
85.—Dairy Farm Office.
67.—Dairy Farm, Pok-foo-lum.
121.—Danby, W.
73.—David, A. J., Residence.
60.—David & Co.
123.—Detective Dept., (Chinese).
25.—Dock, Aberdeen.
20.—Dock Co.

DOCTORS.
80.—Dr. Atkinson, Residence.
105.—Dr. Clark, Residence.
2.—Drs. Hartigan, Stedman and Rennie.
23.—Dr. Jordan, Office.
43.— Do. Residence.
159.—Dr. Paulun Office.
127.—Dr. Paulun, Residence.
182.—Dr. Rennie, Residence.
55.—Dr. Stedman, Residence.
162.—Dr. Thomson, Office.
163.— Do. Residence.
41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.

Intimations.

E
68.—Electric Co.
58A.—Electric Co., Residence.

F
142.—Fenwick, Geo. & Co.
74.—Fletcher & Co.

G
48.—Gas Co., East Point.
47.— Do. West Point.
150.—Gaupp & Co.
31.—Gibb, Livingston & Co.
44.—Government House.
193.—Gray, R. M., Residence.

H
156.—Hall, F. W., Residence.
171.—Hancock A., Residence.
50.—Harbour Master.
99.—Harling, Buschmann & Menzell.
86.—Harling, G., Residence.
95.—Haskell, D., Residence.
92.—Hermann, C., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
9.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—'Hongkong Telegraph' Office

HOSPITALS.
26.—Hospital, Alice Memorial.
80.— Do. Government Civil.
115.—Hospital, Nethersole.
3.— Do. Peak.
110.—Hospital, Naval.
175.— Do. Tung Wah.

HOTELS.
32.—Hotel, Hongkong.
35.— Do. Mount Austin.
56.— Do. New Victoria.
29.— Do. Peak.
170.—Hotel, Windsor.

82.—Ho Tung, Praya West.
77.— Do. Praya Central.
59.— Do. Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys, J. D., & Son.

J
186.—Jackson, W., Residence.
178.—Joo Tits Shing.

K
108.—Kaw Hong Take
185.—Kelly & Walsh.
185A.— do. Book Binding Dept.
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kinghorn and Macdonald.
120.—Kirch & Co.
151.—Kruse & Co.

L
91.—Lamke & Rogge.
117.—Land Investment Co.
97.—Lane, Crawford & Co.
97A.—Lane, Crawford, Store.
188.—Lauts, Wegener & Co.
189.—Lauts, T. J., Residence.
89.—Layton, B., Office.
90.— Do., Residence.
167.—Leigh and Orange.
179.—Lloyd's Register.

M
106.—Man Chuen Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
131.—Meyer & Co.
114.—Meyer & Co., Godown.
124.—Meyer & Co., North Point.
157.—Michaelsen, St. C., Residence.
155.—Mitsui Bussan Kaisha.
164.—Mitsui Bussan Kaisha Branch Office.

N
125.—Nam Tai Insurance Co.
5.—Nam Wo & Co.
146.—National Bank.
109.—Naval Yard.

O
119.—Opium Factory.
46.—Opium Farm.
174.—Osborne E., Residence.

P
176.—Palmer and Turner.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
164.—Po On, Insurance Co., Godown.
15.—Police Station, Central.
184.—Potts, W. Hutton., Residence.
135.—Price, H. & Co.

R
34.—Ray, E. C., Residence.
51.—Ray, E. C.
103.—R. E. Guard Room.
104.—R. E. Mess.
192.—Reiss & Co.
140.—Reuter, Brockelmann & Co.
76.—Richardson R. L. Residence.
19A.—Ritchie, H. A.
30—Ritchie, H. A., Residence.
45.—Rope Factory.
169.—Ross A., Residence.
190.—Ruttonjee, H.

S
52.—Sailors' Home.
4.—Sanitarium, Pok-foo-lum.
94.—Sassoon, M. S. & Co.
132.—Schrotter, J. G., Residence.
49.—Shewan, Tomes & Co.
181.—Siebs, N. A., Residence.
81.—Siemssen & Co.
173.—Smith, A. Findlay.
166.—Skott H., Residence.
139.—Soap Factory, Shaukiwan.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.— Do. do. Residence.
153.—Straits Insurance Co.
53.—Sui Kut Bank.

T
191.—Tai Hing & Co., Bowrington.
14.—Telegraph Companies.
28.—Tomes, C. A., Residence.
137.—Tong Lee Chan, Office.
138.—Tong Lee Chan, Shaukiwan.
54.—Tram Station, Peak.
93.—Tung Kee & Co.

V
136.—Vacuum Oil Co.

W
16.—Watson A. S., & Co.
6.—Wharf & Godown Co., Head Office.
7.—Wharf & Godown Co., Kowloon.
21.—Wharf & Godown Co., Wanchai.
33.—Wharf & Godown Co., West Point.
57.—Wickham, W. H., Residence.
165.—Wieler & Co.
144.—Wing Kee & Co., Office.
145.— Do., Godown.
63.—Wo Kee & Co.

Y
161.—Yan Woo Co.
38.—Yuen Fat Hong.
79.—Yuen Larn Kee.
177.—Yuen Hop.

PRIVATE TELEPHONE LINES.
'Hongkong Telegraph.'
Jardine, Matheson & Co., East Point.
Kowloon Docks.
Lauts, Wegener & Co.
North China Insurance Co.
Tramway Company.

In case of FIRE ring up No. 15.
NOTE ADDRESS:—13, *Praya Central*.
For full particulars, &c., &c.
Apply to
W. HUTTON POTTS, *Acting Manager*.

Hongkong, July 29, 1897. 105

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL............$10,000,000.
RESERVE FUND............$ 7,000,000.
RESERVE LIABILITY OF PROPRIETORS............ } $10,000,000.

COURT OF DIRECTORS:—
Sr. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING,—DeputyChairman.
C. Beurmann, Esq. | R. L. Richardson, Esq.
G. D. Böning, Esq. |
G. B. Dodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.
A. J. Raymond, Esq. |

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON, *Chief Manager*.

Hongkong, August 14, 1897. 368

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " 6 " 3½ %
" " 3 " 2½ %

T. H. WHITEHEAD, *Manager*.

Hongkong, June 2, 1897. 846

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL............£1,000,000.
SUBSCRIBED CAPITAL............£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
C. GILLIES, Esq. | J. T. LAUTS, Esq.
CHAN KIT SHAN, Esq | H. STOLTERFOHT, Esq.
KWAN HOI CHUEN, Esq. | CHOW TUNG SHAN, Esq.

Acting Chief Manager, GEO. MUNRO.
Interest for 12 months Fixed 5 %.

Hongkong, August 11, 1897. 171

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON, *Chief Manager*.

Hongkong, August 1, 1895. 1515

THE
Tropical Agriculturist.

MONTHLY RECORD OF INFORMATION FOR PLANTERS

Of Tea, Cocoa, Cinchona, Coffee, Indiarubber, Sugar, Palms, Cotton, Cardamoms, Kola, Coca, Cinnamon, Nutmegs, Fibrous plants and other Products suited for Cultivation in the Tropics.
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SHARE LIST.—QUOTATIONS.—AUGUST 20, 1897.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	177 % prem. =$346.25
Bank of China & Japan, Limited } preference shares }	39,950	£ 5	£ 5	nom.
	199,875	£ 8	£ 2.10	nom.
" ordinary "	1,250	£ 1	£ 1	£6, sales
" deferred "		£ 10	£ 8	$22½, sellers
National Bank of China, Limited...	...			
MARINE INSURANCES.				
Canton Insurance Office Co., Ld......	10,000	$ 250	$ 50	$180, sellers
China Traders' Insurance Co., Ld...	24,000	$ 83.33	$ 25	$78, buyers
North-China Insurance Co., Ld......	5,000	£ 100	£ 25	Tls. 200, sales and buyers
Straits Insurance Co., Ld............	30,000	$ 10	$ 20	$17½, sales and buyers
Union Insurance Society, Ld.........	10,000	$ 250	$ 50	$232½, sales and buyers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$157½, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld........	20,000	$ 100	$ 20	$106, sellers
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$300, sales and buyers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	238 % prm. =$422½, sellers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$75, sellers
Douglas Steamship Co., Limited.....	20,000	$ 50	all	$65½, sales
HK. C. and M. Steamboat Co., Ld.	80,000	$ 15	$ 15	$32¾
Indo-China S. N. Company, Limited	60,000	£ 10	all	$49½
China Mutual S. N. Co.	20,000	£ 10	£ 10	£7, buyers
		£	10	£5.10
Do. (new issue).	20,000	£ 10	£ 5	£2.10
REFINERIES.				
China Sugar Company, Limited......	20,000	$ 100	all	$143
Luzon Sugar Company, Limited. ...	7,000	$ 100	all	$45, sales
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$64, sellers
Wanchai Warehouse and Storage Company, Limited.	2,600	$ 100	$ 37½	$44½, sales
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited......	50,000	$ 100	$ 50	$74½, sales and sellers
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$10, sales and sellers
Humphreys' Estate & Finance Co...	25,400	$ 10	all	$9½, sales and sellers
West Point Building Co., Limited..	12,500	$ 50	$ 40	$22, sellers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$113, sellers
MINING.				
Jelebu Mining & Trading Co., Ld...	40,000	$ 5	all	$2.10, buyers
New Punjom Mining Co., Ld........	60,000	$ 4	all	$5¼, buyers
" " Preference shares.....	30,000	$ 1	all	$2
Société Française des Charbonnages du Tonkin.	12,000	Fcs. 500	all	$90, sellers
New Balmoral Gold M'ing Co., Ld..	50,000	$ 1	all	$1.70, sales and sellers
" " Preference shares....	75,000	$ 1		$1.75, sales
Raub Aust. Gold Mining Co., Ld....	200,000	£ 1	13/10	$19, buyers
Olivers Freehold Mines, Ltd.......	A 15,000	$ 5	$ 5	$20, sellers
	B 20,000	$ 5	$ 2½	$6.10, sellers
	25,000	$ 5	$	—
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited. in liq.	6,000	$ 50	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Lt.......	12,000	$ 50	all	$50, sales
DISPENSARIES.				
A. S. Watson & Co., Limited.........	60,000	$ 10	all	$12.50, buyers
LIGHTING.				
HK. and China Gas Co., Limited...	7,000	£ 10	all	$110, buyers
Hongkong Electric Co., Limited. ...	30,000	$ 10	$ 10	$9.50
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 10	$ 10	$44, c. n. issue, sellers; $29½, ex new issue, sellers; $14½, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000	£ 1	£1	$9, sellers
	7,00	£ 1	£. 15	$?, sellers
Campbell, Moore & Co., Limited....	1,200	$ 10	all	$8
Geo. Fenwick & Co., Limited.......	6,000	$ 25	$ 2.	$28¾, sellers
Hongkong Bakery Company, Ld. ...	600	$ 50	all	$33, buyers
Hongkong Dairy Farm Co............	10,000	$ 7½	$ 5	$3½, sales
Hongkong Ice Company, Limited..	5,000	$ 25	all	$113, sellers
H'kong Rope Manufactory Co., Ld.	5,000	$ 50	all	$171, buyers
Ewo Cotton Spinning and Weaving Co., Ld., ...	10,000	Tls. 100	Tls 10	Tls. 117, sellers
International Cotton Manufacturing Co., Ld., ...	10,000	Tls. 100	Tls 10	Tls 121
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 10	Tls. 110, sales and sellers
Carmichael & Co., Ld.............	2,000	$ 25	$ 2	$8
Soy Chee Cotton Spinning Co., Ld..	2,000	Tls. 50	Tls 50	Tls. 585, sellers

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 ?	Tls. 767,200	Tls. 250	7 % per annum	10 % prem.

A. G. STOKES, Share-broker.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	5 c	Storm	Danish str.	426	Aug. 8	Jardine, Matheson & Co.		
Bombay	5 c	Weston	Brit. str.	2047	Aug. 12	P. & O. S. N. Co.	Straits and Bombay	Aug. 21.
China	3 c	Voss	Ger. str.	1113	Aug. 15	Siemssen & Co.	Saigon	Aug. 21.
Ching Ping	3 h	Blake	Chi. str.	1050	Aug. 17	C. E. & M. Co.		
Chi Yuen	3 h	Null	Chi. str.	1211	Aug. 20	C. M. S. N. Co.		
City of Peking	5 c	Smith	Amer. str.	5079	Aug. 13	P. M. S. S. Co.	San Francisco	Aug. 24.
City of Rio de Janeiro	....	Ward	Amer. str.	3519	July 26	P. M. S. S. Co.	....	K'loon Dock
Dante	3 c	Kopke	Ger. str.	1502	Aug. 19	Chinese		
Deucalion	5 k	Branch	Brit. str.	1374	Aug. 8	Butterfield & Swire	Sandakan	Aug. 25.
Deuteros	3 c	Lassen	Ger. str.	1198	Aug. 19	Siemssen & Co.		
Donar	5 c	Grundmann	Ger. str.	1015	Aug. 13	Lauts, Wegener & Co.		
Erato	5 c	Ostermann	Ger. str.	2836	Aug. 20	Siemssen & Co.		
Fausang	6 c	Moncur	Brit. str.	1410	Aug. 20	Jardine, Matheson & Co.		
Euplectela	9 c	Morris	Brit. str.	2507	Aug. 12	Arnhold, Karberg & Co.	Bangkok	Aug. 22.
Framnes	3 c	Gabrielii	Norw. str.	958	Aug. 15	Shewan, Tomes & Co.	Port Wallut	Aug. 21.
Germania	3 c	Muller	Ger. str.	1714	Aug. 19	Jebsen & Co.		
Glenfarg	5 c	Salby	Brit. str.	2350	Aug. 16	Jardine, Matheson & Co.	Shanghai	Aug. 21.
Hansa	....	Marty	Ger. str.	1200	Aug. 13	Butterfield & Swire	....	Ab'deen Dock
Hohenzollern	5 c	Blecker	Ger. str.	2039	Aug. 15	Melchers & Co.		
Hong Leong	5 c	Fripp	Brit. str.	1171	Aug. 16	Chinese		
Hongkong	5 b	Bastian	Fch. str.	847	Aug. 18	A. R. Marty		
Hupeh	5 c	Quail	Brit. str.	1894	Aug. 17	Butterfield & Swire	Sourabaya	Aug. 21.
Japan	5 c	Leigh	Brit. str.	4319	Aug. 19	P. & O. S. N. Co.	Shanghai	Aug. 21.
Java	5 c	Ohellew	Brit. str.	2632	Aug. 20	P. & O. S. N. Co.	Singapore	Aug. 21.
Kachidate Maru	5 c	Narasaki	Japan. str.	2143	Aug. 17	Mitsui Bussan Kaisnia	Yokohama	Aug. 21.
Keong-wai	3 c	Unsworth	Brit. str.	1114	Aug. 14	Yuen Fat Hong.		
Lightning	3 k	Spence	Brit. str.	2124	Aug. 18	David Sassoon, Sons & Co.	S'pore & Calcutta	Aug. 24.
Malver	5 c	Hyde	Brit. str.	1826	Aug. 20	Order		
Mathilde	5 c	Hansen	Ger. str.	600	Aug. 18	Jebsen & Co.		
Melpomene	5 c	Martinolich	Aus. str.	1854	Aug. 19	Sander & Co.		
Namoa	5 h	Hill	Brit. str.	862	Aug. 20	Douglas Steamship Co.		
Omi Maru	5 c	Young	Japan. str.	1533	Aug. 17	Nippon Yusen Kaisha	Sydney, &c.	To-day
Phra Chom Klao	....	Fowler	Brit. str.	1011	Aug. 13	Yuen Fat Hong	....	K'loon Dock
Shantung	9 c	Frampton	Brit. str.	1535	Aug. 17	Butterfield & Swire	Swatow, &c.	Aug. 22.
Siam	5 c	Messer	Brit. str.	1000	Aug. 17	Bradley & Co.	Singapore	Aug. 22.
Skuld	5 c	Rafen	Norw. str.	914	Aug. 6	Carlowitz & Co.		
Sullberg	....	Jebsen	Ger. str.	732	Aug. 16	Siemssen & Co.	Chefoo	Aug. 21.
Tai Yick	....	Schuldt	Ger. str.	1060	Aug. 9	Meyer & Co.	....	K'loon Dock
Taiyuan	5 c	Nelson	Brit. str.	1459	Aug. 18	Butterfield & Swire		
Whampoa	3 c	Moore	Brit. str.	1219	Aug. 9	Butterfield & Swire		
Sailing Vessels.								
Abner Coburn	7 c	Nichols	Amer. sh.	1879	Aug. 12	Standard Oil Co.		
Ancyra	7 c	Morris	Br. 4m. sh.	2198	July 29	Carlowitz & Co.		
Duguesclin	7 c	Dejois	Fren. bqe.	1334	Aug. 11	Order		
Gov. Robie	2 k	Nichols	Amer. sh.	1627	July 5	Arnhold, Karberg & Co.		
Heathbank	2 k	McKechnie	Brit. bqe.	1548	July 6	Standard Oil Co.		
Isaac Reed	9 c	Waldo	Amer. sh.	1489	Au.. 4	Standard Oil Co.		
Landseer	2 k	Stahl	Amer. sh.	1348	April 12	Dodwell, Carlill & Co.		
Lucy A. Nickels	2 k	Nichols	Brit. bqe.	1380	May 24	Standard Oil Co.		
Sierra Nevada	7 c	Scott	Brit. sh.	1400	July 30	P. & O. S. N. Co.		
Spinaway	7 h	Johnson	Brit. sch.	327	July 21	Order		
West York	....		Bri. bqe.	688	Oct. 18	Order	....	Cos'tan Doc

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	10	3000	Commander Smith-Dorien	Hakodate
Algerine	sloop	1050	6	1400	Commander E. F. Domville	Hankow
Archer	cruiser 3rd class	1770	6	3500	Comd. C. J. Kingsmill	Nagasaki
Centurion*	twinscrew battle ship	10,500	14	13,000	Captain Spencer H. Login	Hakodate
Daphne	sloop	1153	8	2000	Commander Galloway	Nagasaki
Esk	g-bt. 3rd class coast defence	363	2	200	Lt.-Com. Chadwick	Yangtsze
Firebrand	gunboat 2nd class	455	2	360	Lieut.-Com. Vernon Maud	Hongkong
Grafton†	twin-screw cruiser, 1st class	7350	12	12,000	Captain E. P. Jones	Hakodate
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Hakodate
Hart	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Hakodate
Humber	storeship	1610	—	800		Nagasaki
Immortalité	armoured cruiser, 1st class	5600	12	8500	Captain Edward Chichester	Hakodate
Iphigenia	cruiser 2nd class	3600	8	900	Capt. H. T. Dudding	Straits
Linnet	gun-vessel 2nd class	756	2	870	Commander R. C. Sparkes	Yokohama
Narcissus	armoured cruiser, 1st class	5600	12	8500	Captain Wm. C. C. Forsyth	Hakodate
Peacock	gunboat 1st class	750	6	1200	Lieut. P. S. St. John	Nagasaki
Phoenix	sloop	1050	6	1400	Capt. Cochrane	Tamsui
Pigmy	gunboat 1st class	750	6	1200	Lieut. Dormer	Hongkong
Pique	cruiser 2nd class	3600	8	9000	Capt. A. C. Corry	Yokohama
Plover	gunboat 1st class	755	6	1200	Lieut. Spencer V. Y. de Horsey	Singapore
Rainbow	cruiser 2nd class	3600	8	9000	Capt. V. A. Tisdall	Yokohama
Rattler	gunboat 1st class	715	6	1200	Lt.-Com. Hon. G. A. Hardinge	Yokohama
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. E. H. Grafton	Hakodate
Swift	gun-vessel 2nd class	756	2	870	Capt. R. K. McAlpine	Hongkong
Tamar	ex-transport	2047	—	—		Hongkong
Tweed	g-bt. 3rd class coast defence	363	2	200		Hongkong
Undaunted	cruiser	6500	12	8500	Capt. A. C. Clarke	Hongkong
Victor Emmanuel	receiving ship	5157	14	—	Commodore S. Holland	Hongkong
Wivern	coast defence ship, armoured	2750	4	1000		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.
* Flagship of Vice-Admiral Sir Alexander Buller, K.C.B. † Flagship of Rear-Admiral Oxley.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns	H.P.	Captain.	Where at.
Admiral Kornieloff	Russian cruiser	6500	16	8000	Captain Molas	Vladivostock
Admiral Nakhimoff	Russian cruiser	7781	18	5000	Captain Kasherininoff	Macao
Africa	Portuguese transport	1993	2	750	Capt. Antonio Sergio de Souza	Vladivostock
Aleout	Russian gunboat	810	2	730	Captain Parenego	Chefoo
Arcona	German cruiser	1640	8	2930	Captain Becker	Manila
Argos	Spanish gunboat	508	2	600	Commander R. Cabezas	Bangkok
Aspic	French gunboat	475	3	450	Commander Journe	Hakodate
Bayard	French flagship	7000	12	4500	Commander Juannet	Macao
Bengo	Portuguese gunboat	400	3	400	Lt.-Comdr. Jose dos Reis	Chefoo
Bobre	Russian sloop	950	2	1150	Captain Boisman	Kobe
Boston	U. S. cruiser	3000	8	3700	Captain F. Wildes	Manila
Castilla	Spanish cruiser	3260	6	4400	Capt. A. Martin de Oliva	Manila
Cebu	Spanish troopship	532	2	600	Lieut. A. Barrera	Yokohama
Comète	French gunboat	495	3	600	Capt. Simon	Chefoo
Cormoran	German cruiser	1640	8	2900	Capt. Brussatis	Yokohama
Descartes	French cruiser	3988	14	8500	Capt. Bernard	Singapore
Detroit	U. S. cruiser	2200	9	6400	Capt. Reiter	Vladivostock
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Witthoff	Manila
Don Antonio de Ulloa	Spanish cruiser	1200	4	1523	Com. E. Robion	Manila
Don Juan de Austria	Spanish cruiser	1130	4	1600	Commander J. de la Concha	Hakodate
Eclaireur	French cruiser	1658	8	2050	Capt. Texier	Manila
Elcano	Spanish gunboat	560	3	800	Lieut. Com. F. Escudero	—
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennikff	Manila
General Alava	Spanish troopship	1200	2	1000	Capt. R. Rodriguez Trujillo	Manila
General Lezo	Spanish gunboat	520	3	600	Lieut. Com. R. Benavente	
Gremiastchy	Russian gunboat	1490	2	2000	Capt. Bouchanoff	Chefoo
Irene	German cruiser	1640	8	1930	Commander du Bois	Manila
Isla de Cuba	Spanish protected cruiser	1048	4	2200	Commander D. Regalado	Manila
Isla de Luzon	Spanish protected cruiser	1048	4	2200	Commander P. Barreto	Chefoo
Kaiser	German flagship	7677	15	5700	Captain Zeye	Yokohama
Korejetz	Russian sloop	1200	9	2150	Capt. Lindestroem	
Kreiser	Russian sloop	1542	2	1800	Capt. Ialvinsk	
Lion	French gunboat	500	2	500	Lieutenant Gauchet	Saigon
Machias	U. S. cruiser	1200	8	1600	Commander Mackenzie	Corea
Manila	Spanish transport	1900	2	750	Lieut.-Com. J. J. Osmila	Manila
Mandshur	Russian sloop	1200	3	1400	Commander Kachaloff	Shanghai
Marques del Duero	Spanish gunboat	500	3	550	Lt.-Com. S. Moreno de Guerra	Manila
Monocacy	U. S. sloop	1370	6	850	Com. O. W. Farenholt	Shanghai
Olympia	U. S. flagship	5500	14	17,363	Captain Gridley	Yokohama
Otvajny	Russian gunboat	1490	2	2000	Captain Radloff	Chefoo
Pamiat Azova	Russian cruiser	6003	15	8000	Captain Virenius	Vladivostock
Panther	Austrian cruiser	1540	2	6000	Commander Koppel	Yokohama
Pascal	French cruiser	3988	14	8500	—	en route
Petrel	U. S. cruiser	890	4	1500	Commander Woods	—
Pluvier	French gunboat	546	3	450	Lieut. Commander Vidal	Bangkok
Princess Wilhelm	German cruiser	4400	12	8000	Captain Thiele	Yokohama
Reina Cristina	Spanish cruiser	3500	6	4550	Capt. L. Cadarso	Manila
Rurik	Russian flagship	10,923	20	18,250	Comdr. Rodionoff	Vladivostock
Sifatch	Russian gunboat	950	2	1135	Captain Baranoff	Vladivostock
Sivoutch	Russian cruiser	950	2	1120	Captain Astromoff	Vladivostock
Surprise	French gunboat	329	1	900	—	en route
Velasco	Spanish gunboat	1152	3	1600	Commander F. Rabaul	Manila
Vipere	French gunboat	450	4	425	Commander Journet	Bangkok
Vsadnik	Russian gunboat	900	11	2200	Capt. Regulla	—
Yorktown	U. S. cruiser	1700	6	3650	Commander Stockton	Nagasaki
Zabiiaka	Russian cruiser	1020	6	1134	Commander Vandenskoff	Vladivostock

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